

YELLOWSTONE PARK & ALASKA



RAYMOND & WHITCOMB COMPANY

Yellowstone
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no. 573

Great Lakes, Alaska
Yellowstone Park, The
Canadian Rockies
California and Colorado



1911



Raymond & Whitcomb Co.

BOSTON
306 Washington Street

PHILADELPHIA, 1005 Chestnut Street

PITTSBURGH
Vandergrift Bldg., 323 Fourth Avenue

DETROIT, 137 Woodward Avenue

NEW YORK
255 Fifth Avenue

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PICTURESQUE AMERICAN TOURS. General Information

UR tours and the methods by which they are carried out have become so widely known to the American public that little need be said at this time in explanation of their manifest advantages. It has been our studied purpose to meet every demand which experienced and discriminating travelers are likely to make, and at the same time provide comforts and facilities practically unattainable by individual tourists. More than thirty years' experience in catering to the best class of the traveling public, in a wide and broadening field, has not only given us a thorough knowledge of the business and its needs, but also placed at our command special facilities for properly carrying out its details. Rooming at hotels and on steamers, the arrangement of carriage drives, and other details are matters of previous adjustment, so that the wishes of those who are desirous of being placed together or in contiguity are regarded to as great an extent as possible. In long journeys, where sleeping cars or drawing-room cars are employed, persons are insured the same places in a manner that would be simply impossible in ordinary traveling. A little party of friends thus secures accommodations collectively or together, without encroaching in any way upon the rights and comforts of others, and without any special efforts of its own. Only two persons are placed in a section of the sleeping cars, every passenger being entitled to an entire double berth (half a section). Our parties are always under the charge of competent conductors, who devote their attention to the welfare and comfort of the passengers, and who superintend all business arrangements. Hotel accommodations are arranged in advance, and in other particulars the members of the party are relieved of many petty cares and annoyances inseparable from

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ordinary travel. Thus the tourist is left to the fullest enjoyment of the journey, while appointed agents attend to the task of arranging its details.

MEALS

Our meal coupons will be limited to one dollar for meals served *à la carte*; if passengers require more than this amount, it will be necessary for them to make up the excess; and if they require less, the dining-car conductor or cashier will pay back the difference.

BAGGAGE

Passengers wishing to prolong their outing will have the privilege of stopping over at any point on the return journey, in accordance with the stopover rules of the railroads. Each passenger is entitled to the free transportation of 150 pounds of checked baggage for a whole ticket, or 75 pounds for a half ticket.

Tags are supplied by us with every ticket, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Hand luggage must remain in the personal care of the owner.

REGISTRATION METHODS

Persons desiring to join one of our parties should send their names to be registered as early as convenient. A name is registered as soon as an intention to go is expressed, and this registration secures a place in the cars, at hotels where sojourns may be made, and in every way insures membership in the party. No payment of money is required in this connection. If circumstances afterward prevent the person from going, notice of the fact should be sent to us, and the name will be taken from the list. Tickets can be taken and paid for at the convenience of the passenger any time to within about one week of the date of departure; and should the passenger even then be prevented from going, the money will be refunded. The advantage of sending in names early is readily seen. In all cases the parties are limited in number. *It is especially necessary for those who join our Alaska parties to register early, as the demand for staterooms on the Alaska steamer is very great.*

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TRAVEL ARRANGEMENTS

The entire journey across the Continent and back, as well as for the Alaska voyage, will be arranged in the most comfortable manner possible. Accommodations in sleeping cars are provided and for a greater portion of the way meals will be served in dining cars, which are supplied with everything afforded by the best markets, the table quite equalling that of the leading hotels. The voyage to Alaska will be made on a steamer thoroughly appointed for passenger traffic and nothing that can contribute to the safety, comfort or well-being of the passengers will be omitted.

WHAT THE TICKETS INCLUDE

Price of tickets for each tour covers first-class transportation on railway and steamer routes going and returning, with a berth (half a section) in sleeping cars, and stateroom berth (with only two in the room) on the Alaska steamer and also on the steamer through the Great Lakes; all stage rides to and through the Yellowstone National Park and elsewhere, wherever they are required; hotel accommodations according to the itinerary and at the best hotels; and meals in dining cars, hotels or dining stations en route (the meal coupons furnished for meals en route are limited to the value of \$1.00 each. As the meals are served *a la carte*, the use of the coupon is optional with the passenger. Any meal coupons not used will be redeemed at face value); omnibus or carriage transfers to and from railroad stations, steamers and hotels wherever needed, and transfer of checked baggage (150 pounds being allowed each adult ticket), excepting on the stage journey through the Yellowstone Park, where only hand parcels are taken; and the services of conductors — in short all needed expenses of the entire round trip back to the starting point, in accordance with the itinerary.

HINTS ABOUT CLOTHING

Although the tours described in this book are to be made in the summer, care should be taken to guard against sudden changes of temperature. Overcoats, or convenient wraps which may be brought into service or discarded as required, are an essential part of the outfit.

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For the Alaska voyage one should dress as warmly as for an Atlantic Ocean voyage, but no warmer, since that should mean woolens and wraps. Strong and serviceable clothing and stout shoes are prime necessities for Alaska as well as for the Yellowstone Park. Most of the sightseeing is from the steamer's deck, but it is better to be prepared for little land expeditions in all weathers. There will be reason to provide against cool weather within the Yellowstone Park, where frosts are of almost nightly occurrence. In the railway journeys in July, August and September, warm weather is likely to be encountered. In the Pacific Northwest the temperature is very genial. It would be a good plan to carry a suit of clothing especially for service within the park, and this should be of such stout material as to stand a bit of "rough work," if any such be thought desirable in the tramps among the springs and geysers. Some persons may also find rubber overshoes of use, as there are many wet places around the geysers and hot springs. The heavy or checked baggage is not carried through the park, hand parcels only being taken in the wagons with the passengers.

SPECIAL NOTICE

In acting for the various railroads, sleeping-car and steamship companies, as well as for other companies or individuals furnishing transportation, hotel accommodations or service of any kind, Raymond & Whitcomb Company act only in the capacity of agents, and as such will not be liable for any delay, accident, or loss occasioned by the negligence of any person or company entrusted with such transportation or service.

The dates of arrival and departure in the various places to be visited are liable to change, but timely notice of the exact hour of leaving will be given by the conductor. It may be necessary to alter or modify the program where the comfort and welfare of the passengers can be enhanced thereby, or when circumstances beyond the control of the conductor render such a course necessary. If it should become impracticable or undesirable to visit any particular section included in the itinerary, such changes will be made, but only such alterations of the program will be carried out as the case demands.

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Raymond & Whitcomb Company reserve right to cancel any trip if sufficient numbers are not booked to warrant starting the party.

Tickets, additional copies of this circular, and all required information can be obtained of

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Description of Routes and Prices of Tickets

The Canadian Rockies, Alaska, Pacific Northwest returning through the Yellowstone National Park. Page 28.

Leaving Boston, New York and Philadelphia June 1 \$480.00

The Great Lakes, the Canadian Rockies, Alaska, the Pacific Northwest, the Yellowstone National Park, returning through Utah and Colorado, Page 31.

Leaving Boston June 30, and New York and Philadelphia July 1 \$500.00

The Great Lakes, Canadian Rockies, Alaska, the Yellowstone National Park, returning *via* the Northern Pacific Railway. Page 37.

Leaving Boston July 14, and New York and Philadelphia July 15, \$500.00

The Great Lakes, the Yellowstone National Park, the Pacific Northwest, returning *via* the Canadian Rockies. Page 42.

Leaving Boston June 30, July 14 and August 11, and New York and Philadelphia July 1 and 15 and August 12 \$370.00

The Great Lakes, the Yellowstone National Park, returning direct *via* the Northern Pacific Railway. Page 52.

Leaving Boston July 14, and New York and Philadelphia July 15 \$235.00

The Great Lakes, the Yellowstone National Park, Utah and Colorado. Page 56.

Leaving Boston August 11, and New York and Philadelphia August 14 \$305.00

The Northern Pacific Railway, the Yellowstone National Park, Pacific Northwest, returning *via* the Canadian Rockies. Page 48.

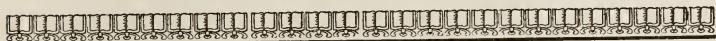
Leaving Boston, New York and Philadelphia August 31 . . . \$350.00

The Yellowstone National Park, the Pacific Northwest, California, and the Grand Cañon of Arizona. Page 64.

Leaving Boston, New York and Philadelphia August 31 . . . \$500.00

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THE YELLOWSTONE NATIONAL PARK



THE reservation known as the Yellowstone National Park, set apart for public uses by an act of Congress passed in 1872, originally covered a tract of about sixty-five miles in length from north to south, and about fifty-five miles in width from east to west, lying chiefly in northwestern Wyoming, and overlapping to a small extent the boundary of Montana on the north and of Idaho on the west. This gave an area of about 3575 square miles. To this was added in 1801 a forest reservation of nearly 2000 square miles, comprising the country adjacent to the former park on the south and east. Thus the area of the national reservation has been extended eight miles south and about twenty-four miles east. The Rocky Mountains cross the southwestern portion in an irregular line, leaving by far the greater expanse on the eastern side. The lowest elevation of any of the narrow valleys is 6000 feet, and some of them are from 1000 to 2000 feet higher. The mountain ranges which hem in these valleys are from 10,000 to upwards of 11,000 feet in height, Electric Peak (in the northwest corner of the park, not far back of Mammoth Hot Springs) having an elevation of 11,300 feet. The drainage of the park area is divided among three distinct systems,—the Yellowstone River, which has about three-fifths, and runs in a sinuous course from the southeast to the northwest corner of the park, mainly through deep cañons; and the Madison and Snake Rivers, which have about one-fifth each. In 1871 Dr. F. V. Hayden made his preliminary survey, the report of which prompted Congress to set aside the tract as a public park. For several years Mr. Arnold Hague, with a score of scientific assistants, made a series of careful surveys of the region, and their published reports convey a vast deal of interesting information about this remarkable section of the earth's surface. "The number of geysers, hot springs, mud pots, and paint pots," said Mr. Hague in 1887, "exceeds 3500; and if to these be added the *fumaroles* and *solfataras*, the number of active vents would probably be doubled."

The park is under the care of the Secretary of the Interior, with military surveillance.

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Mammoth Hot Springs

The springs have built up a series of remarkable terraces on the west side of a little plateau, or basin, 1000 feet above the Gardiner River, into which their waters flow. On the opposite side of the river rises the long, rugged mass of Mount Evarts, which has an elevation of 7600 feet, 1213 feet higher than the hotel. The whole plateau and the steep slopes extending down to the river are mainly composed of carbonate of lime deposits, resulting from springs now extinct. There are no active geysers at the present time in this basin; but two large cones of extinct geysers stand at no great distance from the hotel, and are almost the first objects to attract attention. These are Liberty Cap, an isolated shaft forty-five feet in height and twenty in diameter at its base, and the Giant's Thumb, or Liberty Cap No. 2, about 100 yards distant and smaller. Both show signs of considerable age, and are gradually crumbling away. All around are numerous shallow basins; and in other parts of the plateau are cavities and caverns, from which hot springs probably flowed at some period more or less remote. The beautiful terraces now in process of formation, just below the active springs, are the most interesting objects to be seen, however. The recent deposits, on which the springs are at present found, occupy about 170 acres, and the total area covered by the travertine is about two square miles. There are seventy-five active springs, varying in temperature from 80° to 165° Fahr., in all of which algæ have been found growing. This vegetation, according to the investigations of Mr. Walter H. Weed of the United States Geological Survey, has been found to play an important part in the formation of the travertine, and in producing its varied coloring. There are eight well-defined benches or terraces. These are ornamented with beautifully formed basins, over the rims of which the water finds its way in gentle rivulets and miniature cascades. The walls present the most delicate arabesques, and fretted stalactites depend from the edges. Rich cream and salmon tints predominate, but these deepen into shades of red, brown-green and yellow; while the turquoise blue of the waters affords a striking contrast of color. The principal objects of interest are the Liberty Cap and Thumb, already mentioned; the active springs, Pulpit Basins, Marble Basins, and Blue Springs, on the main terrace; and Cleopatra's Bowl, Cupid's Cave, and the Orange Spring, which are higher and farther back.

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On the Road to the Geysers

Leaving the hotel at Mammoth Hot Springs, the party will proceed to the Lower and Upper Geyser Basins *via* the Norris Geyser Basin. This journey and the subsequent trips about the park will be made in comfortable wagons. The early part of the journey lies over a road which ascends the slopes above the spring terraces, affording fine views of the lakes and pools, and also of Bunsen's Peak and other mountains. Silver Gate and Golden Gate are two of the prominent points on this marvelous thoroughfare. Above the latter point a grand view is had of Electric Peak, Quadrant Mountain, Bell's Peak, and Mount Holmes. Near Beaver Lake are the famous Obsidian Cliffs, a ridge of volcanic glass from 150 to 250 feet high and 1000 feet in length. We halt at the Norris Geyser Basin Hotel for lunch. The principal attractions in the Norris Geyser Basin are numerous springs and a few veritable geysers, the chief one being the Monarch. The Hurricane is a fierce, roaring spring, and the Growler is the significant name of another vigorous steam-and-water vent. These are brought under inspection soon after leaving the Norris lunch station, and we proceed twenty miles farther, past the beautiful Gibbon River Falls to the Fountain Hotel.

The Lower Geyser Basin

The Fountain Hotel in the Lower Geyser Basin will be reached at a seasonable afternoon hour. This basin is a wide valley, with an area of between thirty and forty square miles, having an elevation of 7150 feet, or only ninety feet less than the Upper Geyser Basin, from six to ten miles distant. The chief points of interest visited by tourists are the Fountain Geyser and Mammoth Paint Pots, which are situated near each other. The Fountain is a very handsome geyser, and is in eruption five or six times daily. The Paint Pots constitute one of the chief wonders of the park. In a crater forty feet or more in diameter there are numerous mud springs, in which the material cast forth has the appearance of paint of different shades. The pasty material is exceedingly fine to the touch, and as it bubbles up generally assumes for a moment some floral form. Nearly two miles distant easterly is another group of geysers and springs, including the Great Fountain, one of the most powerful geysers in the park.

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The Excelsior Geyser and Prismatic Lake

A halt will be made in the Midway Geyser Basin for the purpose of inspecting the great Excelsior Geyser, Turquoise Spring and Prismatic Lake, all of which lie on the west bank of the river. The Excelsior, the largest geyser known in the world, has not been in active eruption for several years. The crater is an immense pit 330 feet in length and 200 feet in width at the widest part, the cliff-like and treacherous walls being from fifteen to twenty feet high from the boiling waters to the surrounding level. The name of Cliff Caldron was given it by the Hayden Survey in 1871, and it was not until some years later that it was discovered to be a powerful geyser. "Hell's Half-acre" is another expressive title given to this terrible pit. Two rivulets pour forth from the caldron and from the neighboring springs, and the deposits along their channels are very brilliantly colored.

The Turquoise Spring, near the Excelsior, is beautiful in its rich tints of blue, and Prismatic Lake, also near at hand, is another wonderful display of color.

The Upper Geyser Basin and Its Wonders

About five miles above the Excelsior Geyser we come to the Upper Geyser Basin. Here, in a nearly level tract inclosed by low hills, with the Firehole River flowing through it and mainly upon the east side, are found the chief geysers of this marvelous region. The basin has an area of about four square miles, and a general elevation of 7240 feet. There are here forty geysers, nine of which are large, besides many beautiful hot springs. The Upper Basin group includes, with others, the following: Old Faithful, Castle, Beehive, Giant, Giantess, Grotto, Grand, Oblong, Splendid, Comet, Fan, Mortar, Riverside, Turban, Sawmill, Lion and Lioness. These are scattered over the surface of the basin, chiefly along the river bank, Old Faithful being at the southern extremity, and the Fan, Mortar and Riverside at the northern end, near where the wagon road enters the basin. The Grotto, Giant, Oblong and Castle are near the road. The Beehive, with its handsome cone, from which the geyser takes its name, together with the Giantess and Lion group, is upon the opposite side of the river from the hotel. Many beautiful springs are in proximity to the geysers,

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forming objects of interest second only to the mammoth fountains of hot water. The subterranean forces are never at rest, and the Upper Geyser Basin at all times presents a strikingly weird scene. Strange sights and sounds greet the visitor on every side. Clouds of steam arise from a dozen localities, some of the springs being hidden in the timber which covers the neighboring mountain sides. There are daily eruptions of some of the geysers, while others have longer intervals of quiescence. Old Faithful makes a magnificent display every sixty-five or seventy minutes, and is one of the handsomest geysers in the park. Old Faithful Inn at Upper Geyser Basin provides every facility for a comfortable and luxurious sojourn in this fascinating section of the park.

From the Upper Geyser Basin to Yellowstone Lake

The new route from the Upper Geyser Basin to Yellowstone Lake passes over the Continental Divide, and affords splendid views of Shoshone Lake and a portion of the park not otherwise seen. The road emerges upon the lake at West Bay, or the "Thumb," near which are some interesting springs and paint pots, and also one active geyser known as the Union. Luncheon will be taken at this point, and the remainder of the stage ride to Colonial Hotel will occupy most of the afternoon.

Yellowstone Lake

This large and beautiful sheet of water lies at an elevation of 7741 feet, according to the latest measurements of the United States Geological Survey. It covers a superficial area of 139 square miles, with an irregular shore line of about 100 miles, and is the largest lake in North America at this altitude. Upon a bluff at the entrance of a little bay near the outlet stands the commodious Colonial Hotel. The view from this point is charming. In the southeast are some of the highest mountains in the park, including Eagle Peak (11,100 feet), Silver Tip (10,000 feet), Mount Chittenden (10,000 feet), Cathedral Peak (10,500 feet), Mounts Doane, Langford and Stevenson (all three over 10,000 feet), and other landmarks of the Absaroka or Wind River ranges. In the south are Flat Mountain, Mount Hancock and Mount Sheridan (10,000 feet). A small steamboat plies on the lake between West Bay and the hotel.

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The Falls and Cañon of the Yellowstone

Leaving the Colonial Hotel, we shall proceed to Yellowstone Falls and the Cañon of the Yellowstone. We pass on our way a wonderful object known as the Mud Volcano. It is a pit about twenty feet in depth, and from a capacious opening on one side, at the bottom, boiling mud surges forth with great vehemence. The road follows the west bank of the river much of the way, and affords delightful views in which dense groves, broad stretches of open country, and the winding Yellowstone are charmingly united. The scenery for the greater part of the distance, indeed, is the most picturesque and diversified of any in the park. Upon its approach to the Cañon Hotel the road crosses Cascade Creek, just above the pretty Crystal Cascades. The Yellowstone Falls are two in number. At the head of the Upper Fall the river has a width of about eighty feet, and the waters plunge over a shelf between walls that are from 200 to 300 feet in height upon a partially submerged reef 109 feet below. Dense clouds of spray and mist veil fully one-third of the cataract. Half a mile below this fall is the Lower or Great Fall, which is grander and more impressive than the other, though no more picturesque. Here the waters pour into the fearful abyss of the cañon, the sheer descent being 308 feet. The wooded slopes of the gorge tower far above the flood, and one has to descend a steep incline to reach a platform which serves as a good view point at the verge of the fall. The best views, however, are had farther down the trail, where many favoring points afford an outlook into the wonderful cañon. Clouds of mist ascend from the foot of the falls, and the walls are covered with a rank growth of mosses and algæ.

The cañon is considered by many the greatest of the park marvels. There may be deeper gorges elsewhere, but they cannot exceed in impressive beauty the marvelously pictured rift through which the Yellowstone winds its way after its last grand leap. A narrow trail runs along the western edge, and there are many jutting points from which new vistas are opened through this enchanted land. The walls are in places perpendicular, though generally sloping; while at the bottom is the fretted and fuming river, a ribbon of silvery whiteness or deep emerald green. Along the bottom of the cañon are domes and spires of colored rock, some of them hundreds of feet in height, yet reduced to much smaller proportions by the

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distance. But the gorgeous coloring of the cañon walls is its distinguishing feature. The beholder is no longer left in doubt as to the reason for bestowing the name of Yellowstone upon this remarkable river. The beautifully saffron-tinted walls give the explanation. There are other tints in opulence. Crimson and greens are seen, with all their gradations and blendings. Emerald mosses and foliage form the settings for dashes of bright rainbow colors. Among the new improvements in the vicinity of the cañon and falls is a bridge across the Yellowstone, which will make the region east of the river accessible, and a good carriage road to the summit of Mount Washington.

From the Cañon to the Mammoth Hot Springs

From the Cañon of the Yellowstone a road extends directly west to Norris Geyser Basin, which is about a dozen miles distant. The latter part of the way is beside the Upper Gibbon River. The Virginia Cascades, which are at the left of the stage road, form one of the prettiest sights in the park. This beautiful waterfall is situated on the upper waters of the Gibbon. The stream courses down a rocky incline for 200 feet or more, and the lacelike film of crystal water, just barely covering the smooth surface of the declivity, presents a scene of beauty not soon to be forgotten. From the Norris Geyser Basin Hotel, where we take luncheon, we proceed to Mammoth Hot Springs, arriving at the latter point in the afternoon.

Eastward from the Yellowstone National Park

Taking our departure from the hotel at Mammoth Hot Springs by stage, the party when scheduled to return via the Northern Pacific Railroad will proceed to Gardiner, whence our route takes us back to Livingston on the Park branch and then eastward on the main line of the Northern Pacific Railroad. For some 350 miles we follow the banks of the Yellowstone, meanwhile passing through Billings, Miles City, Glendive, and other flourishing towns. Soon after crossing the North Dakota line the train passes through a section of Pyramid Park, or the "Bad Lands." The mighty forces of water and fire have here wrought strange confusion. Buttes from 50 to 150 feet high are seen, with rounded summits, steep sides, and variegated bands of color. The black

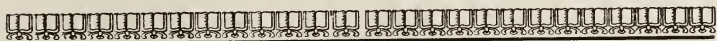
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and brown stripes are due to veins of impure lignites, from the burning of which are derived the shades of red, while the raw clay varies from a glaring white to a dark gray. The term "Bad Lands," as applied to this region and generally understood, is certainly a misnomer. The Minnesota line is crossed between Fargo and Moorhead; and among the principal towns passed through in that empire of the West, en route to St. Paul and Minneapolis, are Glydon, Lake Park, Detroit, Perham, Wadena, Verndale, Little Falls, Sauk Rapids and Anoka.



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THE ALASKA VOYAGE



AT Seattle the parties are scheduled to go on board the steamship "Spokane" of the Pacific Coast Steamship Company, for the Alaska voyage. This vessel, the very latest addition to the steamers plying from the Puget Sound ports northward, has been fitted up especially for the accommodation of the growing passenger traffic, and is in all respects an admirable vessel, fully meeting the requirements of her enterprising owners.

Along the East Coast of Vancouver Island

Vancouver Island stretches along the coast of British Columbia two hundred miles in a northwesterly direction, and our course lies through the inward channels and straits. From Victoria we turn northward through Haro Strait. The view from the steamer's deck is superb. Mount Baker, the noble Olympic range south of Victoria and across Juan de Fuca Strait, hundreds of other peaks on the islands and the mainland, and even distant Mount Rainier, when the atmosphere is exceedingly clear, may be seen.

We continue through the Strait of Georgia, which narrows when Lasqueti and Texada Islands are reached. Long lines of snow peaks, tossed into fantastic forms and gleaming in the declining sun like silver and gold, fill the eastern horizon. There is a series of wonderful fiords, penetrating the coast in some instances for a hundred miles or more north of Burrard Inlet. These are invariably lined with high mountains, the waters at their foot being of untold depths. About Jervis and Bute Inlets are many peaks between 8000 and 9000 feet in height. A group of needle-like spires near the latter, 8100 feet high, is especially notable. We enter Discovery Passage, — the first of the riverlike channels through which we are to journey for many hundreds of miles, — passing on the right Cape Mudge, and, from an expansion of the passage caused by an indentation of the Vancouver shore known as Menzies Bay, pass into the famous Seymour Narrows. Through this contracted channel the tides rush with great velocity, sometimes running nine knots an hour. The steamer is so timed as to go

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through the narrows with a favoring tide. Discovery Passage and also Johnstone Strait, which is beyond, lying between Vancouver Island and the mainland, are lined with mountains of from 3000 to 6000 feet elevation.

Johnstone Strait is fifty-five miles in length, and is succeeded by a lesser stretch of water called Broughton Strait, which lies between Vancouver and Malcolm Islands. On Cormorant Island, opposite the Nimkeesh River, is the Indian village of Alert Bay; and at the south extremity of the town is a native burial-ground, where the graves are quaintly decorated with flags and rude carvings. These Indians are mainly of the Nimkeesh tribe, although there are also some of the Kwawkewlths, who come chiefly from Fort Rupert, above, towards the head of Vancouver Island. The latter are among the most degraded people living on the coast, and notwithstanding the efforts of the missionaries, remain to a large extent in paganism. The conical peak seen on Vancouver Island is Mount Holdsworth (3040 feet). When the open water is reached north of Broughton Strait, Fort Rupert, an old Hudson Bay Company's post and now an Indian agency, is seen on the left.

Above Vancouver Island

We now leave Vancouver Island, its northern and northwestern-most capes, Commerell and Scott, with the string of Scott Islands, being seen at the left after Queen Charlotte's Sound is entered. We look westward over the broad expanse of the Pacific Ocean. The vessel soon passes from Queen Charlotte's Sound under the lee of Calvert Island, and enters the landlocked channel of Fitzhugh Sound. Here again we have superb scenery on either side, the mountains of Calvert Island culminating in an exceedingly sharp peak known as Mount Buxton (3430 feet), the retrospective view of which is fine. As we approach the northern extremity of the sound, where Burke Channel opens out on the right, opposite Hunter Island, the scenery increases in grandeur, the lesser and nearer hills being clothed to their summits with coniferous trees, while the more distant elevations are covered with snow. From Fisher Channel the vessel turns sharply to the left and enters the narrow Lama Passage, which, farther on, itself makes an abrupt turn northward. On the shores of Campbell Island, at McLaugh-

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lin's Bay, is the Indian town of Bella-Bella, and near it are some curiously adorned graves of the natives.

Another turn in our remarkably devious course and we are steaming northward through Milbank Sound, through whose broad entrance we again look out to the open sea. Islands and mountains are innumerable, and there is a constant panorama of lovely scenery. A prominent object seen on the approach to Milbank Sound is Helmet Peak on Lake Island, and another, farther north, is Stripe Mountain, on the north side of Dowager Island. The latter is 2020 feet high, and is marked by a great landslide down its southwest face. Leaving Jorkins' Point, the southern extremity of the great Princess Royal Island, to our left, we continue our course almost directly northward through the long and narrow Finlayson Channel, some twenty-four miles long, with an average width of two miles. The bold shores of this picturesque waterway are densely wooded to a height of 1500 feet or more, precipitous peaks rising in places to the height of nearly 3000 feet, with still higher mountains showing beyond with stripes and patches of snow. Waterfalls of great height here add a new element of beauty to the scenery.

Grenville Channel, which we enter from Wright Sound, and which lies between Pitt Island and the mainland, is for fully fifty miles as straight as an arrow, and here are fresh scenes of wonderful beauty and sublimity,—mountains several thousand feet in height, which no man has ever visited, and as yet unnamed; cascades which seem to tumble from the sky itself; and densely wooded shores where solitude reigns supreme. Some of the distant hills seen through the openings are seamed by glaciers and avalanches. From an expansion of this channel we pass through a narrow strait known as Arthur Passage, which has Kennedy Island on the right and the large Porcher Island on the left. There are many fine mountain peaks on both islands, one on Kennedy Island gaining an elevation of 2765 feet. Just above Kennedy Island the Skeena River enters from the east. We soon reach the broad waters of Chatham Sound through Malacca Passage, and for some distance course along the shores of the Tsimpsean Peninsula, passing both Old Metlakahtla and Port Simpson, as important post of the Hudson Bay Company, established as early as 1831, on the right.

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Continuing northward through Chatham Sound, there are many fine views of distant mountain ranges, one of which, lying back of Port Simpson, culminates in the massive Mount McNeil (4300 feet).

Alaska

Leaving the picturesque Portland Inlet on our right, into which enter the Nass River, Observatory Inlet, and the far-reaching Portland Canal, we soon cross, in latitude $54^{\circ} 40'$, the boundary line between British Columbia and Alaska.

Before proceeding farther on our journey, let us examine into the extent and physical condition of our northernmost and westernmost continental possession,—the land we have crossed a continent to see,—for all we have yet viewed is only preparatory to Alaska.

That the area of Alaska is vast is a well-known fact; but few persons who are not versed in statistics realize that it is nearly one-sixth as large as the entire United States, and more than one-seventh as large as the whole of Europe, for Alaska covers no less than 580,107 square miles. The islands upon its coast have an area of 31,205 square miles, or nearly as much as the State of Maine. The Alexander Archipelago, lying north of the British Columbian boundary line and along southern Alaska, of itself contains several thousand islands. The Aleutian Chain has an area of 6391 square miles. The general coast line of the Territory is 4750 miles in extent; inclusive of islands, bays, rivers, etc., to the head of tidewater, Alaska figures up 26,376 miles of shore line. It is as far from the northern to the southern point of Alaska as from Maine to Florida, and as far from its eastern boundary to its westernmost as from Washington to California. It contains the highest mountain in North America, Mount McKinley, which, according to the United States Geological Survey measurements in the summer of 1898, is 20,464 feet. Its great river, the Yukon, computed to be not less than 3000 miles long, is navigable for 2000 miles and is from one to five miles in width for 1000 miles, while its five mouths and the intervening deltas have a breadth of seventy miles. The glaciers surrounding Mount St. Elias are estimated to be 20,000 square miles in extent.

One of the most popular errors extant about Alaska has reference to its climate. The winters of northern and interior are undoubtedly

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very severe; but the coast south of the Aleutian Islands — the whole of southern Alaska, in fact — possesses in reality a mild climate. A record of eight degrees below zero is the lowest that has been registered at Sitka in fifty years, and only four times during that entire period did the mercury descend below the zero point. Fort Wrangel, although farther south than Sitka, is warmer in summer and colder in winter. The Queen Charlotte Islands, on the other hand, have a very mild climate.

The native population of Alaska, with the exception of a single tribe, the Tinnehs, found in the interior,— estimated by the census reports as something over 23,000 altogether,— *is not of Indian origin*. Whether Mongolian, Aztec, or both, remains to be proved. Persons who have devoted attention to the subject have found much in the language, customs, and arts of the Haidas, the most remarkable of these tribes, to support the Aztec theory, while there is also much to suggest Japanese or Chinese origin. According to the census reports, there are five distinct tribes, viz.: the Innuits, or Esquimaux; the Aleuts, inhabiting the Aleutian Islands; the Tinnehs; the Thlinkets, of southern Alaska; and the Haidas. Those mostly seen by the tourists are Thlinkets, but at Wrangel there are likely to be some Haidas. The number of inhabitants has been largely increased in late years through the mining excitement, and the continued discovery of new riches in the Klondike district and Cape Nome is turning fresh attention to this remarkable region.

Along the Alaskan Coast

In entering Alaska from British Columbian waters, the voyager crosses Dixon Entrance, as the channel north of Dundas Islands and between Prince of Wales and Queen Charlotte Islands is called. One of the first points of land seen jutting into American waters is Cape Fox, so named by Vancouver. Near here, at Fort Tongas, the United States formerly maintained a military post, and later a custom-house, but both have been given up. From Dixon Entrance we course northward through Clarence Strait, which is over a hundred miles long, and nowhere less than four miles in width. We are now within that remarkable geographical area known as the Alexander Archipelago, a bewildering collection of mountain-studded islands, rocks, straits, inlets, and passages, as yet but partially explored. Throughout the whole of the Clarence Strait we have

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the great Prince of Wales Island on the west. North of the Gravina group lies Revilla Gigedo Island, where Ketchikan, our first landing-place, is located; while on the left is Cassaan Bay, an indentation of Prince of Wales Island.

Fort Wrangel

After passing Etoline, Zarembo, and some lesser islands, and emerging from Clarence Strait, we reach Fort Wrangel, an old Russian settlement that stands at the head of Wrangel Island and at the mouth of the Stikine River, one of the waterways that lead to the Cassiar mining region in the interior of British Columbia. The place has lost its old importance, and is given over chiefly to the Stikine tribe, a branch of the Thlinket race, but is interesting to the stranger as possessing a number of very quaintly carved totem poles. The totem pole is a sort of ancestral emblem, formerly held in high esteem, but fast disappearing. The natives are divided into families, or clans, of which the Raven, the Wolf, the Whale, and the Eagle are the chief representatives, and, as tradition relates, the progenitors. Thus the representation of these animals or birds, with their commingling in case of inter-marriages, becomes a sort of family crest. United with the rude carvings of heads, various striking events in the career of the family are sometimes depicted. The poles are from twenty to sixty feet in height, and from two to five feet in diameter, the carvings being in front, while the rear portion is hollowed out to make them light enough to erect. These carved emblems are placed in front of the house; and in some of the totem poles seen among the Haidas, where the oldest and best executed specimens are found, a doorway was cut through the trunk of the totem for ingress and egress. It was also customary to ornament the top with a figure wearing a Tyhee hat, in case the householder was a chief, and upon this would be cut a series of rings, corresponding with the number of "pot-latches" (a feast with gifts) with which the inmate had honored his friends. The totem poles seen at Wrangel are interesting specimens, though not of the highest order of totem carving. The natives generally carve their household implements, and even their paddles and wooden-mounted fishhooks, into hideous shapes. This is true especially of the Haidas, who are also expert workers in silver. Silver bracelets and bangles, carved horn spoons (now becoming rare), Chilkaht

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blankets, and black stone carvings (from Skidegate, on the Queen Charlotte Islands) are the curios mostly sought after by tourists throughout Alaska and at British Columbian ports. The spoons are made from the horn of the mountain goat.

In addition to the totem poles in front of the habitations of Wrangel, there were some curiously marked graves, one being surmounted by a huge carving of a wolf. This has lately been removed from its former site to another part of the village, near the sawmill. Some of the dwellings at Wrangel have two totem poles, one representing the male side and the other the female side of the house. Indeed, "woman's rights" prevail among the Alaskans to an extent that gives the mother the prominent place on the totem instead of the father. In one instance a pole is surmounted by the image of a bear, while no other carving is shown upon the column except the footprints of the animal, made apparently while he climbed to his present eminence.

The Alaskans have many strange customs, one of which is for the young women to besmear their faces with a hideous black paint, which is said to be put on to preserve their complexions. Another is the wearing of the *labrette*, a silver, ivory, bone or wooden ornament that is thrust through the under lip. A Thlinket woman is not always an object of beauty under favoring circumstances, and certainly a blackened face and a *labrette* do not serve to make her look anywise prettier.

Northward from Fort Wrangel

Resuming our voyage, we turn westward from Fort Wrangel, and, entering Wrangel Narrows, steam northward and out through the mouth of Souchoi Channel into Prince Frederick's Sound. A range of high mountains is seen upon the opposite shore, strongly marked in black-and-white patches of rock and snow. From one of the elevations rises a remarkable monolith, called the Devil's Thumb. In one place a huge glacier, the blue ice succeeding the pure white of the snow-fields, pours its frozen flood nearly down to the sea. The glacier has been named in honor of the late Carlisle Patterson, of the United States Coast Survey. As we sail nearer and beyond, we see that it comes transversely from the mountains, turning a corner to reach its lower slopes; while at one point a great mass seems to overhang from the mountain side. Another great

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glacier succeeds this one, with great prongs running back among the peaks, and then a third.

Leaving Prince Frederick's Sound, we sail northward through Stephen's Passage, which has for the greater part the mainland on the right, and Admiralty Island on the left, as its boundaries.

Meanwhile we pass Holkham Bay, where, in 1876, the first placer mining in Alaska was begun; and Taku Inlet, a great fiord entering from the east, where there are glaciers running down to the water's edge, evidences of which are seen in floating masses of ice,—miniature icebergs.

Juneau and the Douglas Island Gold Mines

Leaving Taku Inlet to the right, we ascend Gastineaux Channel, a riverlike body of water that separates the mainland from Douglas Island, and soon reach the mining town of Juneau, the capital of Alaska. Here on a narrow strip of land, at the foot of a deep ravine flanked by precipitous mountains, is a cluster of white houses. Half a mile away, and reached by a muddy footpath, is an Auk village. Beyond the village is a native burial-place. A few miles back of Juneau, up the narrow and picturesque ravine or gulch, lies the Silver Bow mining basin; and on the opposite side of the narrow channel, at the foot of the heights, are the buildings connected with the famous Treadwell gold mine. The surroundings of Juneau are very picturesque. At the Treadwell mine, on Douglas Island, are three crushing mills, aggregating 790 stamps,—the largest in the world. At this mine the ore actually in sight is estimated to be worth five times the sum the United States paid for the entire Territory.

Northward Again and up Lynn Canal

From Juneau our steamer returns to St. Stephen's Passage before proceeding northward. We soon reach Lynn Canal, a remarkable fiord that extends sixty miles directly north into the mountains, there terminating in two forks, named respectively the Chilkah and Chilkoot Inlets. High mountains line the shores, and no less than nineteen glaciers pour their icy floods down their sides. Two of these, the Eagle Glacier and the Davidson Glacier,—the latter on the west, near the head of the channel,—are especially notable. As we sail in front, the lower slopes of the glacier are screened by

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a growth of trees that has sprung up on its terminal moraine. Above the trees it is seen pouring down through a rocky gorge, below which it spreads out like a fan to the breadth of three miles. The steamer also visits Skagway, a place which has been prominently identified with the Klondike gold enterprises of the past few years.

The Great Muir Glacier, in Glacier Bay

We now turn our attention to this veritable wonderland,—the great Muir Glacier, in Glacier Bay. This we reach by retracing our way southward through Lynn Canal to the point where its waters mingle with those of Cross Sound, or Icy Strait, whence we turn northwestward into Glacier Bay, an indentation which extends about thirty miles in that direction, with a breadth from eight to twelve miles in its lower reach, and narrowing to about three miles at its upper end, where seven enormous glaciers descend to its waters. The peninsula inclosed by Glacier Bay, Cross Sound, and the Pacific Ocean is from thirty to forty miles wide, and contains numerous lofty mountains, including Mounts Crillon (15,900 feet), Fairweather (15,500 feet), Lituya (10,000 feet), D'Agelet (9000 feet), and La Perouse (11,400 feet). These form the southern extremity of the Mount St. Elias Alps. The Muir Glacier enters an inlet of the same name near the head of the bay, being named for Prof. John Muir, the Pacific Coast geologist, who in 1879 was, with Rev. S. Hall Young of Fort Wrangel, the first to explore the glacier. It was not until 1883 that tourists were brought hither.

The glacier enters the sea with a gigantic front two or three hundred feet above the water and a mile wide. It is a spectacle that is strangely beautiful in its variety of form and depth of color, and at the same time awful in its grandeur and suggestion of power.

Sitka

Leaving Glacier Bay with reluctance, we shall steam away for Sitka. There are two routes thither,—one through Cross Sound, or Icy Strait, and the other through Peril Strait, or Pogibshi Channel. Peril Strait lies between Chichagoff and Baranoff Islands. Sitka is on the western shore of the latter, inside Kruzoff Island. It is very picturesquely situated, with a noble background of mountains, while the bay is dotted with scores of beautiful green islands.

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Across the bay on Kruzoff Island is the extinct volcano Mount Edgecombe, 2800 feet in elevation. Mount Verstovaia rises sentinel over the town to a height of 3212 feet. Mount Edgecombe (and also Mount Fairweather) received its name from the intrepid navigator, Captain James Cook, who visited these shores in May, 1778, in the course of his third and last voyage to the Pacific Ocean. Sitka was founded in 1804 by Baron Baranoff, the first Russian governor of Russian America, four years after his original settlements at Starri Gavan Bay—a few miles north of the present site—had been destroyed by the natives, in the first year of its existence.

The principal street of the town, and almost its only one, extends from the wharf to the Greek Church, and then, bending around the corner of that noble edifice, winds along the beach to the Presbyterian Mission. If the visitor continues his walk in that direction, he will discover a romantic path through the woods by Indian River. Stretching along the shore to the left is the native town or *rancherie*, where 800 to 1000 Sitkans live in the peculiar kind of frame houses common to other parts of southern Alaska. On the slopes of the native *rancherie* are the burial-grounds of the Russians and Sitkans, and the remains of an old blockhouse that commanded an angle of the stockade. Katalan's Rock bears the name of an ancient chief who had his habitation there. The Greek Church, with its green roof and bulging spire, is the most picturesque edifice in the town, and is one of the chief centers of attraction. It contains some curious *ikons*, and in the belfry are six sweet-toned bells brought from Moscow.

Regarding the scenic attractions of Alaska, Mr. Henry Gannett, the eminent geographer, says in the recently published narrative of the Harriman expedition: "There are glaciers, mountains and fiords elsewhere, but nowhere else on earth is there such abundance and magnificence of mountain, fiord and glacier scenery. For thousands of miles the coast is a continuous panorama. For the one Yosemite of California, Alaska has hundreds. The mountains and glaciers of the Cascade range are duplicated and a thousand-fold exceeded in Alaska. The Alaska coast is to become the show-place of the earth; and pilgrims, not only from the United States, but from far beyond the seas, will throng in endless procession to see it. Its grandeur is more valuable than the gold, or the fish.

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or the timber, for it will never be exhausted. This value, measured by direct returns in money received from tourists, will be enormous; measured by health and pleasure, it will be incalculable. There is one word of advice and caution to be given those intending to visit Alaska for pleasure and for sightseeing. If you are old, go by all means; but if you are young, stay away until you are older. The scenery of Alaska is so much grander than anything else of the kind in the world that, once beheld, all other scenery becomes flat and insipid. It is not well to dull one's capacity for such enjoyment by seeing the finest first."

The Return Trip

Sitka is accounted the end of the northward voyage, although situated many miles south of Glacier Bay and Skagway. We have yet nearly a thousand miles of water passage to accomplish before reaching Vancouver and the Puget Sound points. Our track will be in the main over the same magnificent course we have come, with the omission of the more northward portion. There will be a visit to the Taku Glacier (second in interest only to the Muir Glacier), and landings are likely to be made at Juneau and the Indian village of Old Kasaan; and the trip will possess fresh interest from the fact that much of the scenery missed in the night during the northbound passage will now be visible. Even with the same grand scenes to gaze upon and nothing else, the experience would be enchanting; for the grand panorama along the Alaskan and British Columbian coast is matchless in its beauty, variety and true grandeur.

NOTE.—As the daily schedule of the steamer is dependent upon the conditions of the tides, the above points of interest may not be visited in the order given.

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THE PACIFIC NORTHWEST, ALASKA, AND THE YELLOWSTONE NATIONAL PARK, June 1 to July 11, 1911

WE present herewith the outlines of a very attractive Spring Tour, embracing the salient features of the magnificent scenery along the line of the Canadian Pacific Railway, with visits at Banff Springs in the Canadian National Park, Portland, Ore., and Tacoma, and Seattle on Puget Sound, and a voyage on the splendid new excursion steamer "Spokane," through the unrivaled glories of southeastern Alaska, with a return over the popular Northern Pacific Railway, inclusive of a side trip through the "Wonderland of America," the Yellowstone National Park. For description of Yellowstone Park and Alaska see pages 9 and 17.

ALASKA TOUR, RETURNING VIA THE YELLOWSTONE PARK

Itinerary

Thursday, June 1.

Leave Boston 10.30 A. M., South Station, *via* the Boston & Albany Division New York Central Lines, in special Pullman sleeping cars. Members of the party should check their baggage to St. Paul, Minn. Leave Worcester 11.11 A. M., Springfield 12.35 NOON, and Pittsfield 2.25 P. M. From Albany westward *via* the New York Central Lines, leaving Albany 4.00 P. M., Utica 6.08 P. M., Syracuse 7.23 P. M., Rochester 9.05 P. M., and Buffalo 10.50 P. M. (Central time). Luncheon and dinner in dining car.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 2.55 P. M., Grand Central Station, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman cars. Luncheon and dinner in dining car.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and the Lehigh Valley Lines. Luncheon and dinner in dining car.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M. (Central time), *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE. — Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

Friday, June 2.

DETROIT PASSENGERS WILL LEAVE DETROIT 7.00 A. M., *via* Michigan Central Railroad. Arrive at Chicago 2.55 P. M. LEAVE CHICAGO 6.30 P. M., *via* the Chicago, Milwaukee & St. Paul Railway. Meals in dining car.

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Saturday, June 3.

Arrive at St. Paul 6.55 A. M.; breakfast in station dining-rooms; leave St. Paul 10.30 A. M., *via* the Minneapolis, St. Paul & Sault Ste. Marie Railway (the "Soo Line").

Sunday, June 4.

En route westward through North Dakota and Saskatchewan.

NOTE.—Railway time changes at Portal, N. D., from Central standard to Mountain standard, one hour slower.

Monday, June 5.

Arrive at Banff in the morning; transfer to Banff Springs Hotel.

Tuesday, June 6, and Wednesday, June 7.

At Banff Springs Hotel.

Thursday, June 8.

Transfer to station and leave Banff by morning train, proceeding westward over the Canadian Pacific Railway, through the Rockies, the Selkirks, etc.; arrive at Glacier House 4.22 P. M.

NOTE.—Railway time changes at Laggan, B. C., from Mountain standard to Pacific standard, one hour slower.

Friday, June 9.

Leave Glacier House 4.22 P. M.

Saturday, June 10.

Arrive at Seattle 5.05 P. M.

Sunday, June 11.

Arrive at Portland *via* the Northern Pacific Railway 7.20 A. M., transfer to The Portland.

Monday, June 12.

Leave Portland MIDNIGHT *via* the Northern Pacific Railway.

Tuesday, June 13.

Arrive at Seattle 7.30 A. M., transfer to The Lincoln.

Wednesday, June 14.

In Seattle. Transfer to the wharf, and leave Seattle 9.00 P. M., on the Alaska excursion steamer "Spokane" of the Pacific Coast Steamship Company.

Thursday, June 15.

Steamer calls at Victoria.

Friday, June 16, to Monday, July 26.

On the Alaska voyage, visiting Ketchikan, Wrangel, Juneau, Douglas Island, Lynn Canal, Davidson Glacier, Skagway, Glacier Bay, Sitka, Taku Glacier, Old Kasaan, Vancouver, etc.

NOTE.—On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached, is about one hour slower than Pacific standard.

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Tuesday, June 27.

Steamer due at Seattle in the morning; The Lincoln.

Wednesday, June 28.

In Seattle; transfer to the station, and leave Seattle 3.00 P. M., by the Northern Pacific Railway. Meals *en route* will be served in dining cars.

Thursday, June 29.

En route eastward.

Friday, June 30.

Arrive at Livingston, Mont., at an early morning hour; breakfast at Livingston; leave by Park branch 8.00 A. M. Arrive at Gardiner 10.30 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving 12.00 NOON.

Friday, June 30, to Wednesday, July 5.

In Yellowstone Park.

Thursday, July 6.

Leave the Cañon Hotel after breakfast, arriving at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Mammoth Hot Springs Hotel, arriving 4.00 P. M.; after dinner transfer by stage to Gardiner, and resume the sleeping cars for the eastward journey.

Friday, July 7.

En route eastward through Montana and North Dakota; meals in dining car.

Saturday, July 8.

Arrive at St. Paul 7.40 A. M.; transfer to the Hotel Ryan or The St. Paul.

Sunday, July 9.

In St. Paul; leave St. Paul 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

Monday, July 10.

Breakfast in dining car. Arrive at Chicago, Union Station, corner Canal and Adams Streets, 8.55 A. M. Transfer to the La Salle Street Station, and leave Chicago 10.30 A. M. *via* the Lake Shore & Michigan Southern Railway. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M. Detroit passengers will leave Chicago 10.30 A. M. *via* Michigan Central Railroad; due Detroit 5.55 P. M.

Tuesday, July 11.

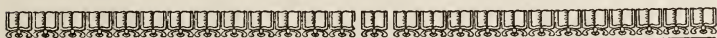
ARRIVE AT PITTSBURGH 6.30 A. M.; ARRIVE AT NEW YORK, Grand Central Terminal 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA, 7.25 P. M.

PRICE OF TICKETS

From Boston, New York, or Philadelphia, all expenses included.....	\$480.00
From Pittsburgh back to Pittsburgh.....	450.00
From Chicago back to Chicago	430.00
From Detroit back to Detroit.....	440.00

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ALASKA, THE PACIFIC NORTHWEST, THE YELLOWSTONE NATIONAL PARK, UTAH, AND COLORADO, JUNE 30 TO AUGUST 12



THIS tour includes a journey through the Great Lakes and also the magnificent scenic regions of the Selkirks and the Canadian Rockies, with visits at Banff Springs Hotel, Lake Louise and Glacier House; a steamer voyage through the romantic inland waters of British Columbia from Puget Sound to Alaska; a comprehensive round of the points of interest in that famed land of stupendous heights and mighty glaciers; visits to Seattle and Portland; thence returning over the route of the Oregon Railroad & Navigation Company, and the "Scenic Line" of the Denver & Rio Grande Railroad through Utah and Colorado, with side trip through the Yellowstone National Park, and visits to Salt Lake City, Manitou Springs, and Denver. During the stay at Manitou, one day will be devoted to a side trip of unsurpassed grandeur over the Colorado Springs & Cripple Creek District Railway to Cripple Creek and Victor.

These pages can merely give a hint of the marvels to be seen in such a transcontinental journey, or of the still grander scenes that await the tourist in the noble Alaskan fiords. The voyage from Puget Sound to Alaska and return will occupy about twelve days, and will be made in the popular steamship "Spokane" of the Pacific Coast Steamship Company's fleet. All the famous scenic points in southeastern Alaska, which have made the Alaska tour so famous, will be seen, including Wrangel, Juneau, the Douglas Island gold mines, Lynn Canal, Davidson Glacier, Skagway, Glacier Bay, Sitka, and Taku Glacier. There will be time for landing and sight-seeing at all the chief points of interest; and everywhere the tourists will have unsurpassed opportunities for scanning the wonderful scenery of our northernmost possessions, and for studying the quaint and primitive native life. The entire route from Puget Sound to the farthest northern point reached is lined with scenes of awe-inspiring character,—mountains of great height, with almost

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fathomless depths at their very feet; cascades, which seem to tumble from the very heavens; densely wooded shores, whose solitudes have never yet been invaded by man; and vast fields of snow and ice, which glow in the sunlight like plains of gold and silver. Hundreds of mountain peaks are seen that no man has ever visited, and that are as yet even unnamed. In Alaska great glaciers, many fold larger than the grandest ice-fields of Switzerland, flow down to the sea, mingling with the floods of the ocean, and breaking off in huge masses of fantastical shapes. In no part of the world is there so much wild grandeur encompassed in a voyage of equal duration.

The time selected for the trip is seasonable. Long days prevail at the north through the summer, and the weather is likely to be propitious for sightseeing. The regions of the snow peak and the glacier are certainly inviting to the dweller in the heated city, and in many ways a northward tour is in summer especially delightful. To many, moreover, the matchless cañon, geysers, hot springs, and other natural wonders of the Yellowstone National Park will be scarcely less attractive than the marvelously beautiful Alaskan scenery.

As the accommodations to be furnished in certain parts of the route are limited, the parties will necessarily be restricted in numbers. Persons desirous of accommodations are earnestly requested to make their arrangements *at as early a date as possible*. Tickets should be taken on or before Wednesday, June 21.

Summer Alaska-Yellowstone Tour, Returning through Colorado Itinerary

Friday, June 30.

LEAVE BOSTON 7.35 P. M., South Station, in Pullman sleeping cars *via* the Boston & Albany Division, New York Central Lines. Members of the party should check their baggage to Banff.

Saturday, July 1.

Breakfast in dining car; arrive at Buffalo 11.00 A. M.; luncheon and dinner to be served at hotel to be designated by the conductor of the party. After dinner transfer to the wharf and go on board one of the steamships of the Northern Steamship Company, and sail from Buffalo 8.30 P. M.

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NEW YORK PASSENGERS WILL LEAVE NEW YORK 8.45 A. M., Grand Central Terminal, Forty-second Street, *via* the New York Central Lines, in Pullman drawing-room cars. Baggage should be checked to Banff. Arrive at Buffalo 7.15 P. M.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and Lehigh Valley Lines. Baggage should be checked to Banff. Arrive at Buffalo 7.45 P. M.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M., in Pullman cars *via* the Pittsburgh & Lake Erie Railroad. Baggage should be checked to Banff. The night will be spent in Cleveland, and the passengers will go on board the steamer the next morning.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

Sunday, July 2.

En route westward. Arrive at Cleveland 7.00 A. M.; leave 8.00 A. M. ARRIVE AT DETROIT 3.30 P. M.; LEAVE 3.50 P. M.

Monday, July 3.

En route westward. Arrive at Mackinac Island 11.00 A. M.; leave 11.20 A. M. Arrive at Sault Ste. Marie 6.00 P. M.; leave 6.30 P. M.

Tuesday, July 4.

En route westward through Lake Superior. Arrive at Duluth 8.00 P. M.; transfer to station; leave Duluth 11.10 P. M., in sleeping cars *via* the Northern Pacific Railway.

Wednesday, July 5.

Arrive at St. Paul 6.30 A. M.; breakfast in the station dining-rooms; leave St. Paul 10.30 A. M. *via* the Minneapolis, St. Paul & Sault Ste. Marie Railway (the "Soo Line"). Meals in dining car.

Thursday, July 6.

En route westward through North Dakota and Saskatchewan.

NOTE.—Railway time changes at Portal, N. D., from Central standard to Mountain standard, one hour slower.

Friday, July 7.

Arrive at Banff in the morning; transfer to Banff Springs Hotel.

Saturday, July 8,

At Banff Springs Hotel.

Sunday, July 9.

Leave Banff 7.57 A. M. Arrive at Laggan 9.15 A. M.; transfer to the Chalet at Lake Louise.

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Monday, July 10.

Transfer to the station and leave Laggan at 9.15 A. M., proceeding westward over the Canadian Pacific Railway through the Rockies; arrive at Glacier 2.35 P. M.; to the Glacier House.

NOTE.—Railway time changes at Laggan from Mountain standard to Pacific standard, one hour slower.

Tuesday, July 11.

Leave Glacier 2.35 P. M.

Wednesday, July 12.

En route westward; from Mission Junction southward *via* Sumas; arrive at Seattle 1.00 P. M.; transfer to The Lincoln. After dinner transfer to the wharf, and leave Seattle 9.00 P. M. on the Alaska steamship "Spokane" of the Pacific Coast Steamship Company.

Thursday, July 13.

Steamship calls at Victoria, remaining a few hours.

Friday, July 14, to Monday, July 24.

On the Alaska voyage, visiting Ketchikan, Wrangel, Juneau, Douglas Island and Treadwell Mine, Skagway, Killisnoo and Sitka. In the course of the cruise the following glaciers will be seen: Taku, Davidson, Eagle, Auk and Patterson; and if weather permits, a landing will be made at Muir Glacier. While the steamer is at Skagway there will be an opportunity to make the trip to White Pass over the White Pass & Yukon Route Railroad.

NOTE.—On the Alaska voyage the steamer uses Pacific standard time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached, is about one hour slower than Pacific standard.

Tuesday, July 25.

Steamship due at Seattle in the morning; transfer to The Lincoln.

Leave 10.40 P. M. *via* the Northern Pacific Railway.

Wednesday, July 26.

Arrive at Portland in the morning; transfer to The Portland. During the stay there will be a drive to the various points of interest.

Thursday, July 27.

Leave Portland 10.00 A. M. *via* the Oregon Railroad & Navigation Company's Line.

Friday, July 28.

En route through Oregon, Idaho and Utah; arrive at Ogden 3.40 P. M.; supper at Union Station dining-room; leave Ogden 7.50 P. M. *via* the Oregon Railroad & Navigation Company's Line.

PICTURESQUE AMERICAN TOURS

Saturday, July 29.

Arrive at Yellowstone in the morning; after breakfast leave Yellowstone by stages for the tour through the park; arrive at the Fountain Hotel, where luncheon will be served, 12.00 NOON. The hotel is near the Fountain Geyser and the Mammoth Paint Pots. Leave the Fountain Hotel 2.00 P. M. for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-Acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 5.00 P. M.; here are situated Old Faithful, the Beehive, Giantess, Castle and other great geysers.

Sunday, July 30.

At Old Faithful Inn.

Monday, July 31.

Leave Upper Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON. Luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

Tuesday, August 1.

Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 11.30 A. M.

Wednesday, August 2.

Leave the Cañon Hotel after breakfast, arriving at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Mammoth Hot Springs Hotel, arriving 4.00 P. M.

Thursday, August 3.

Leave Mammoth Hot Springs 8.00 A. M. arriving at Norris Geyser Basin 11.00 A. M., where luncheon will be served; thence to Yellowstone, arriving 6.00 P. M.; after dinner resume sleeping cars, and leave Yellowstone during the evening *via* the Oregon Short Line Railway.

Friday, August 4.

Arrive at Salt Lake City 7.45 A. M.; transfer to the Hotel Knutsford. Carriage drive, visiting the chief points of interest. Leave Salt Lake City *via* the Denver & Rio Grande Railroad System 6.30 P. M.

Saturday, August 5.

From Grand Junction eastward, passing through the Cañon of the Grand River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou 9.00 P. M.; transfer to the Cliff House.

Sunday, August 6.

In Manitou.

NOTE.—During the stay in Manitou there will be a carriage drive through the Garden of the Gods, also a trip to the summit of Pike's Peak and return.

PICTURESQUE AMERICAN TOURS

Monday, August 7.

The day will be devoted to an excursion to Cripple Creek and Victor, over the scenic line of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs about 10.00 A. M.

Tuesday, August 8.

Leave Manitou 2.00 P. M.; arrive at Denver 5.30 P. M.; transfer to The Shirley.

Wednesday, August 9.

In Denver. Carriage drive in the afternoon; transfer to the station, and leave 10.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard to Central standard, one hour faster.

Thursday, August 10.

En route eastward through Kansas, Nebraska and Iowa.

Friday, August 11.

On the Chicago, Rock Island & Pacific Railway *en route* through Illinois. ARRIVE AT CHICAGO 9.00 A. M., thence east on the Michigan Central Railway 10.30 A. M.; ARRIVE AT DETROIT 5.55 P. M. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M.

Saturday, August 12.

ARRIVE AT PITTSBURGH 6.30 A. M.; ARRIVE AT NEW YORK, Grand Central Terminal, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTE.—Railway time changes at Buffalo, N. Y., from Central standard to Eastern standard, one hour faster.

PRICE OF TICKETS

From Boston, New York, or Philadelphia, all expenses included	\$500.00
From Pittsburgh back to Pittsburgh	470.00
From Chicago back to Chicago	450.00
From Detroit back to Detroit	460.00

PICTURESQUE AMERICAN TOURS

THE GREAT LAKES, PACIFIC NORTHWEST, ALASKA, THE YELLOWSTONE NATIONAL PARK, JULY 14 AND 15 TO AUGUST 24

THIS grand tour includes a journey through the Great Lakes, embracing also the salient features of the magnificent scenery along the line of the Canadian Pacific Railway, with visits at Banff Springs in the Canadian National Park, beautiful Lake Louise, Glacier House, Victoria, B. C., Seattle, and Portland, Ore., and a voyage on the newly equipped steamship "Spokane" through the unrivaled glories of southeastern Alaska, with a return over the popular Northern Pacific Railway, inclusive of a side trip through the "Wonderland of America," the Yellowstone National Park. For description of Alaska and Yellowstone Park see pages 9 and 17.

As the accommodations to be furnished in certain parts of the route are limited, the parties will necessarily be restricted in numbers. Persons desirous of accommodations are earnestly requested to make their arrangements *at as early a date as possible*. Tickets should be taken on or before Saturday, July 8.

The Second Summer Yellowstone-Alaska Tour via The Great Lakes

Itinerary

Friday, July 14.

LEAVE BOSTON, 7.35 P. M., South Station, in Pullman sleeping cars *via* the Boston & Albany Railroad Division, New York Central Lines. Members of the party should check their baggage to Banff.

Saturday, July 15.

Breakfast in dining car; arrive at Buffalo 11.00 A. M.; luncheon and dinner to be served at hotel to be designated by the conductor of party. After dinner transfer to the wharf and go on board one of the steamships of the Northern Steamship Company, and sail from Buffalo 8.30 P. M.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 8.45 A. M., Grand Central Terminal, Forty-second Street, *via* the New York Central & Hud-

PICTURESQUE AMERICAN TOURS

son River Railroad, in Pullman buffet drawing-room cars. Baggage should be checked to Banff. Arrive at Buffalo 7.15 P. M.; transfer to wharf.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and Lehigh Valley Lines. Baggage should be checked to Banff. Arrive at Buffalo 7.45 P. M.; transfer to the wharf.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 5.15 P. M., in Pullman cars *via* the Pittsburgh & Lake Erie Railroad. Baggage should be checked to Banff. The night will be spent in Cleveland, and the passengers will go on board the steamship the next morning.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

Sunday, July 16.

En route westward. Arrive at Cleveland 7.00 A. M.; leave 8.00 A. M. ARRIVE AT DETROIT 3.30 P. M.; LEAVE 3.50 P. M.

Monday, July 17.

En route westward. Arrive at Mackinac Island 11.00 A. M.; leave 11.20 A. M. Arrive at Sault Ste. Marie 6.00 P. M.; leave 6.30 P. M.

Tuesday, July 18.

En route westward through Lake Superior. Arrive at Duluth 8.00 P. M.; transfer to station; leave Duluth 11.10 P. M., in sleeping cars *via* the Northern Pacific Railway.

Wednesday, July 19.

Arrive at St. Paul 6.30 A. M.; breakfast in the station dining-rooms; leave St. Paul 10.30 A. M. *via* the Minneapolis, St. Paul & Sault Ste. Marie Railway (the "Soo Line"). Meals in dining car.

Thursday, July 20.

En route westward through North Dakota and Saskatchewan.

NOTE.—Railway time changes at Portal, N. D., from Central standard to Mountain standard, one hour slower.

Friday, July 21.

Arrive at Banff in the morning; transfer to Banff Springs Hotel.

Saturday, July 22.

At Banff Springs Hotel.

Sunday, July 23.

Leave Banff 7.57 A. M.; arrive at Laggan 9.15 A. M.; transfer to the Chalet at Lake Louise.

PICTURESQUE AMERICAN TOURS

Monday, July 24.

Transfer to the station, leave Laggan at 9. 15 A. M., and proceed westward over the Canadian Pacific Railway through the Rockies; arrive at Glacier 2.35; to Glacier House.

NOTE.—Railway time changes at Laggan from Mountain standard to Pacific standard, one hour slower.

Tuesday, July 25.

Leave Glacier 2.35 P. M.

Wednesday, July 26.

En route westward; from Mission Junction southward *via* Sumas; arrive Seattle 2.30 P. M.; transfer to The Lincoln; after dinner transfer to the wharf, and leave Seattle 9.00 P. M. for Alaska on the steamship "Spokane" of the Pacific Coast Steamship Company.

Thursday, July 27.

Steamer calls at Victoria, remaining a few hours.

Friday, July 28, to Monday, August 7.

On the Alaska voyage, visiting Ketchikan, Wrangel, Juneau, Douglas Island and Treadwell Mine, Skagway, Killisnoo and Sitka. In the course of the cruise the following glaciers will be seen: Taku, Davidson, Eagle, Auk and Patterson, and if weather permits, a landing will be made at Muir Glacier. While the steamer is at Skagway there will be an opportunity to make the trip to White Pass over the White Pass & Yukon Route Railroad.

NOTE.—On the Alaska voyage the steamer uses Pacific standard² time for convenience instead of local time, which would vary from day to day. The time at Sitka, the westernmost point reached (135 degrees and 50 minutes west from Greenwich), is about one hour slower than Pacific standard.

Tuesday, August 8.

Steamer due at Seattle 7.00 A. M. Upon arrival transfer to The Lincoln.

Wednesday, August 9.

In Seattle; transfer to the station, and leave 12.00 NOON in sleeping³ cars *via* the Northern Pacific Railway. Arrive Portland 7.10 P. M.; transfer to The Portland.

Thursday, August 10.

At Portland. During the stay there will be a drive in and about the city. Leave Portland 7.00 P. M. in sleeping cars *via* the Northern Pacific Railway.

Friday, August 11.

En route eastward through Washington, Idaho and Montana.

NOTE.—Railway time changes at Paradise, Mont., from Pacific standard to Mountain standard, one hour faster.

PICTURESQUE AMERICAN TOURS

Saturday, August 12.

Arrive at Livingston, Mont.; after breakfast leave by Park branch; arrive at Gardiner 10.15 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

Sunday, August 13.

At Mammoth Hot Springs.

Monday, August 14.

Leave Mammoth Hot Springs by stage 8.00 A. M. for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

Tuesday, August 15.

Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle and other great geysers.

Wednesday, August 16.

Leave Upper Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel Yellowstone Lake, 4.30 P. M.

Thursday, August 17.

Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 11.30 A. M.

Friday, August 18.

At Grand Cañon of the Yellowstone.

Saturday, August 19.

Leave the Cañon Hotel after breakfast. Arrive at Norris Geyser Basin 11.00 A. M.; luncheon there; thence to Mammoth Hot Springs Hotel, arriving 4.00 P. M.; leave by stage 6.15 P. M. for Gardiner, resuming the sleeping cars for the eastward journey.

Sunday, August 20.

En route eastward through Montana and North Dakota; meals in dining car.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard to Central standard, one hour faster.

Monday, August 21.

Arrive at St. Paul 7.30 A. M.; transfer to Hotel Ryan or The St. Paul. During the stay there will be a drive to the various points of interest in and about the city.

PICTURESQUE AMERICAN TOURS

Tuesday, August 22.

In St. Paul. Transfer to the station, and leave St. Paul 8.35 p. m. *via* the Chicago, Milwaukee & St. Paul Railway.

Wednesday, August 23.

Breakfast in dining car. ARRIVE AT CHICAGO, Union Station, corner Canal and Adams Street, 8.55 A. M. Transfer and leave Chicago 10.30 A. M. *via* the Michigan Central Railway. ARRIVE DETROIT 5.55 P. M. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M.

Thursday, August 24.

ARRIVE AT PITTSBURGH 6.35 A. M.; ARRIVE AT NEW YORK, Grand Central Terminal, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTE.—Railway time changes at Buffalo, N. Y., from Central standard to Eastern standard, one hour faster.

PRICE OF TICKETS

From Boston, New York, or Philadelphia, all traveling expenses included.....	\$500.00
From Pittsburgh back to Pittsburgh.....	470.00
From Chicago back to Chicago.....	450.00
From Detroit back to Detroit.....	460.00

PICTURESQUE AMERICAN TOURS

THE FIRST, SECOND, AND THIRD YELLOWSTONE TOURS OUTWARD BY THE GREAT LAKES, RETURNING THROUGH THE CANADIAN ROCKIES



IN addition to our tour through the Yellowstone National Park and return, and also in connection with tours to Alaska, to California, or Colorado, we have arranged for four trips in which the park is made the main objective point, although each party will continue beyond the park to the Puget Sound country and return through the scenic glories of the Selkirks and Canadian Rockies.

The outward route of the first, second, and third parties is through the Great Lakes from Buffalo to Duluth. The fourth party travels by an all-rail route. For description of the Yellowstone National Park see pages 9-16.

As the accommodations to be furnished in certain parts of the route are limited, the parties will necessarily be restricted in numbers. Persons desirous of accommodations are earnestly requested to make their arrangements *at as early a date as possible*. Tickets should be taken on or before Saturdays, June 24, July 8 or 29.

The First, Second and Third Yellowstone Tours, Returning through the Canadian Rockies

Itineraries

Friday, June 30. First Tour.

Friday, July 14. Second Tour.

Friday, August 11. Third Tour.

LEAVE BOSTON 7.35 P. M., South Station, in Pullman cars *via* the Boston & Albany Division, New York Central Lines. Members of the party should check their baggage to Gardiner, Mont.

PICTURESQUE AMERICAN TOURS

Saturday, July 1. First Tour.

Saturday, July 15. Second Tour.

Saturday, August 12. Third Tour.

Breakfast in dining car; arrive at Buffalo 11.00 A. M.; luncheon and dinner to be served at hotel to be designated by the conductor of the party. After dinner transfer to the wharf and go on board one of the steamships of the Northern Steamship Company, and sail from Buffalo 8.30 P. M.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 8.45 A. M., Grand Central Terminal, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman drawing-room cars. Baggage should be checked to Gardiner, Mont.; arrive at Buffalo 7.15 P. M.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and Lehigh Valley Lines. Baggage should be checked to Gardiner, Mont. Arrive at Buffalo 7.45 P. M.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M., in Pullman cars *via* the Pittsburgh & Lake Erie Railroad. Baggage should be checked to Gardiner, Mont. The night will be spent in Cleveland, and the passengers will go on board the steamer the next morning.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

Sunday, July 2. First Tour.

Sunday, July 16. Second Tour.

Sunday, August 13. Third Tour.

En route westward. Arrive at Cleveland 7.00 A. M.; leave 8.00 A. M. ARRIVE AT DETROIT 3.30 P. M.; LEAVE 3.50 P. M.

Monday, July 3. First Tour.

Monday, July 17. Second Tour.

Monday, August 14. Third Tour.

En route westward. Arrive at Mackinac Island 11.00 A. M.; leave 11.20 A. M. Arrive at Sault Ste. Marie 6.00 P. M.; leave 6.30 P. M.

Tuesday, July 4. First Tour.

Tuesday, July 18. Second Tour.

Tuesday, August 15. Third Tour.

En route westward through Lake Superior. Arrive at Duluth 8.00 P. M.; leave Duluth 11.10 P. M., in sleeping cars *via* the Northern Pacific Railway.

Wednesday, July 5. First Tour.

Wednesday, July 19. Second Tour.

Wednesday, August 16. Third Tour.

Arrive at St. Paul 6.25 A. M.; transfer to the Hotel Ryan or The St. Paul, which will be the headquarters of the party during the day. Carriage drive during the forenoon to the various points of interest. After dinner transfer to the station, and leave St. Paul 10.15 P. M. *via* the Northern Pacific Railway.

PICTURESQUE AMERICAN TOURS

Thursday, July 6. First Tour.

Thursday, July 20. Second Tour.

Thursday, August 17. Third Tour.

On the Northern Pacific Railway *en route* through North Dakota and eastern Montana; meals in the dining car.

NOTE.—Railway time changes at Mandan, N. D., from Central standard to Mountain standard, one hour slower.

Friday, July 7. First Tour.

Friday, July 21. Second Tour.

Friday, August 18. Third Tour.

Arrive at Gardiner 10.15 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

Saturday, July 8. First Tour.

Saturday, July 22. Second Tour.

Saturday, August 19. Third Tour.

Leave Mammoth Hot Springs by stage 8.00 A. M., for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

Sunday, July 9. First Tour.

Sunday, July 23. Second Tour.

Sunday, August 20. Third Tour.

Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle and other great geysers.

Monday, July 10. First Tour.

Monday, July 24. Second Tour.

Monday, August 21. Third Tour.

At Old Faithful Inn.

Tuesday, July 11. First Tour.

Tuesday, July 25. Second Tour.

Tuesday, August 22. Third Tour.

Leave Upper Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

Wednesday, July 12. First Tour.

Wednesday, July 26. Second Tour.

Wednesday, August 23. Third Tour.

Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 11.30 A. M.

PICTURESQUE AMERICAN TOURS

Thursday, July 13. First Tour.

Thursday, July 27. Second Tour.

Thursday, August 24. Third Tour.

Leave the Cañon Hotel 8.00 A. M. Arrive at Norris Geyser Basin 11.00 A. M.; luncheon there; thence to Mammoth Hot Springs Hotel, arriving 4.00 P. M.; leave 6.15 P. M. by stage for Gardiner, resuming the sleeping cars for the westward journey.

Friday, July 14. First Tour.

Friday, July 28. Second Tour.

Friday, August 25. Third Tour.

En route westward over the Northern Pacific Railway; meals in the dining car.

NOTE.—Railway time changes at Trout Creek, Mont., from Mountain standard to Pacific standard, one hour slower.

Saturday, July 15. First Tour.

Saturday, July 29. Second Tour.

Saturday, August 26. Third Tour.

Arrive at Portland 8.00 A. M.; transfer to The Portland. During the stay there will be a drive to the various points of interest. Transfer to the station, and leave in Pullman sleeping cars, about MIDNIGHT.

Sunday, July 16. First Tour.

Sunday, July 30. Second Tour

Sunday, August 27. Third Tour.

Arrive at Seattle 7.00 A. M.; transfer to The Lincoln.

Monday, July 17. First Tour.

Monday, July 31. Second Tour.

Monday, August 28. Third Tour.

In Seattle.

NOTE.—During the stay in Seattle arrangements can be made for a side trip to Tacoma.

Tuesday, July 18. First Tour.

Tuesday, August 1. Second Tour.

Tuesday, August 29. Third Tour.

Leave Seattle 9.00 A. M., by steamer; arrive at Victoria 1.15 P. M.; transfer to the Empress.

NOTE.—During the stay there will be a ride to the points of interest in and about the city.

Wednesday, July 19. First Tour.

Wednesday, August 2. Second Tour.

Wednesday, August 30. Third Tour.

Transfer to the wharf, and leave Victoria 2.00 P. M. by steamer for Vancouver; upon arrival transfer to the Vancouver Hotel.

PICTURESQUE AMERICAN TOURS

Thursday, July 20. First Tour.
Thursday, August 3. Second Tour.
Thursday, August 31. Third Tour.

In Vancouver. Transfer to the station, and leave 5.00 P. M. in sleeping cars *via* the Canadian Pacific Railway.

Friday, July 21. First Tour.
Friday, August 4. Second Tour.
Friday, September 1. Third Tour.

Arrive at Glacier 12.20 NOON; to the Glacier House.

Saturday, July 22. First Tour.
Saturday, August 5. Second Tour.
Saturday, September 2. Third Tour.

Leave Glacier 12.20 P. M.; arrive at Laggan 8.35 P. M.; transfer to The Chalet at Lake Louise.

NOTE.—Railway time changes at Laggan, B. C., from Pacific standard to Mountain standard, one hour faster.

Sunday, July 23. First Tour.
Sunday, August 6. Second Tour.
Sunday, September 3. Third Tour.

At the Chalet at Lake Louise.

Monday, July 24. First Tour.
Monday, August 7. Second Tour.
Monday, September 4. Third Tour.

At the Chalet at Lake Louise.

Tuesday, July 25. First Tour.
Tuesday, August 8. Second Tour.
Tuesday, September 5. Third Tour.

Transfer to station and leave Laggan 10.20 A. M.; arrive at Banff 11.25 A. M.; transfer to Banff Springs Hotel.

Wednesday, July 26. First Tour.
Wednesday, August 9. Second Tour.
Wednesday, September 6. Third Tour.

At Banff Springs Hotel.

Thursday, July 27. First Tour.
Thursday, August 10. Second Tour.
Thursday, September 7. Third Tour.

At Banff Springs Hotel.

Friday, July 28. First Tour.
Friday, August 11. Second Tour.
Friday, September 8. Third Tour.

At Banff Springs Hotel; transfer to the station and leave at 10.05 P. M.

PICTURESQUE AMERICAN TOURS

Saturday, July 29. First Tour.
Saturday, August 12. Second Tour.
Saturday, September 9. Third Tour.

En route eastward.

NOTE.—Railway time changes at Portal from Mountain standard to Central standard, one hour faster.

Sunday, July 30. First Tour.
Sunday, August 13. Second Tour.
Sunday, September 10. Third Tour.

Arrive at St. Paul 5.15 p. m.; transfer to hotel.

Monday, July 31. First Tour.
Monday, August 14. Second Tour.
Monday, September 11. Third Tour.

At St. Paul; transfer to station and leave 8.35 p. m. *via* Chicago, Milwaukee & St. Paul Railway.

Tuesday, August 1. First Tour.
Tuesday, August 15. Second Tour.
Tuesday, September 12. Third Tour.

Breakfast in dining car. ARRIVE AT CHICAGO, Union Station, corner Canal and Adams Streets, 8.55 a. m.; transfer and leave Chicago 10.30 a. m. *via* the Michigan Central Railway. ARRIVE DETROIT 5.55 p. m. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 p. m.

Wednesday, August 2. First Tour.
Wednesday, August 16. Second Tour.
Wednesday, September 13. Third Tour.

ARRIVE AT PITTSBURGH 6.35 a. m.; ARRIVE AT NEW YORK, Grand Central Terminal, 1.48 p. m.; ARRIVE AT BOSTON, South Station, 2.55 p. m.; ARRIVE AT PHILADELPHIA 7.25 p. m.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard to Eastern standard, one hour faster.

Some variations of the above itinerary may be necessary.

PRICE OF TICKETS

From Boston, New York, or Philadelphia, all expenses included.....	\$370.00
From Pittsburgh back to Pittsburgh.....	340.00
From Chicago back to Chicago.....	320.00
From Detroit back to Detroit.....	330.00

PICTURESQUE AMERICAN TOURS

The Fourth Yellowstone Tour—All Rail—Returning through the Canadian Rockies

Itinerary

Thursday, August 31. Fourth Tour.

LEAVE BOSTON 10.00 A. M., South Station, *via* the Boston & Albany Division of the New York Central Lines, in special Pullman sleeping cars. Members of the party should check their baggage to St. Paul. Leave Worcester 11.11 A. M., Springfield 12.35 NOON, and Pittsfield 2.25 P. M. From Albany westward *via* the New York Central & Hudson River Railroad, leaving Albany 4.00 P. M., Utica 6.08 P. M., Syracuse 7.23 P. M., Rochester 9.10 P. M., and Buffalo 12.20 MIDNIGHT (Central time). Meals in dining car.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 12.40 NOON, Grand Central Terminal, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman sleeping cars. Baggage should be checked to St. Paul, Minn. Meals in dining car.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and the Lehigh Valley Lines. Baggage should be checked to St. Paul, Minn. Meals in dining car.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M. (Central time) *via* the Pittsburgh & Lake Erie Railroad, in Pullman cars.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

Friday, September 1. Fourth Tour.

DETROIT PASSENGERS WILL LEAVE DETROIT 7.00 A. M., *via* Michigan Central Railroad. Arrive at Chicago 2.55 P. M. LEAVE CHICAGO 6.30 P. M. *via* the Chicago, Milwaukee & St. Paul Railway. Dinner in dining car.

Saturday, September 2. Fourth Tour.

Arrive at St. Paul 7.25 A. M.; transfer to the Hotel Ryan or The St. Paul. Carriage drive during the forenoon to the various points of interest.

Sunday, September 3. Fourth Tour.

In St. Paul; transfer to the station, and leave 10.15 P. M. *via* the Northern Pacific Railway.

Monday, September 4. Fourth Tour.

En route westward through North Dakota and eastern Montana; meals in dining car.

NOTE.—Railway time changes at Mandan, N. D., from Central standard to Mountain standard, one hour slower.

Tuesday, September 5. Fourth Tour.

Arrive at Gardiner 10.15 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

PICTURESQUE AMERICAN TOURS

Wednesday, September 6. Fourth Tour.

Leave Mammoth Hot Springs by stage 8.00 A. M. for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

Thursday, September 7. Fourth Tour.

Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle, and other great geysers.

Friday, September 8. Fourth Tour.

Leave Upper Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

Saturday, September 9. Fourth Tour.

Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 12.30 NOON.

Sunday, September 10. Fourth Tour.

At the Yellowstone Cañon Hotel.

Monday, September 11. Fourth Tour.

Leave the Cañon Hotel 8.00 A. M. Arrive at Norris Geyser Basin 11.00 A. M.; luncheon there; thence to Mammoth Hot Springs Hotel, arriving about 4.00 P. M.; leave 6.15 P. M. by stage for Gardiner, resuming the sleeping cars for the westward journey.

Tuesday, September 12. Fourth Tour.

En route westward over the Northern Pacific Railway; meals in dining car.

NOTE.—Railway time changes at Trout Creek, Mont., from Mountain standard to Pacific standard, one hour slower.

Wednesday, September 13. Fourth Tour.

Arrive at Seattle 8.30 A. M.; transfer to The Lincoln.

NOTE.—During the stay in Seattle arrangements can be made for a side trip to Tacoma.

Thursday, September 14. Fourth Tour.

In Seattle; transfer to the station, and leave 10.40 P. M. in sleeping cars *via* the Northern Pacific Railway.

Friday, September 15. Fourth Tour.

Arrive at Portland 7.00 A. M.; transfer to The Portland. During the stay there will be a ride to the various points of interest; transfer to the station and leave Portland about MIDNIGHT in sleeping cars.

PICTURESQUE AMERICAN TOURS

Saturday, September 16. Fourth Tour.

Arrive at Seattle in the morning; transfer upon arrival to the wharf and leave Seattle 9.00 A. M. by steamship "Princess Victoria" of the Canadian Pacific Company; arrive at Victoria 1.15 P. M.; transfer to The Empress.

NOTE.—During the stay in Victoria there will be a drive in and about the city.

Sunday, September 17. Fourth Tour.

Leave Victoria by steamer 2.00 P. M.; arrive at Vancouver 6.45 P. M.; transfer to The Vancouver Hotel.

Monday, September 18. Fourth Tour.

At Vancouver; transfer to the station and leave 5.00 P. M. in sleeping cars *via* Canadian Pacific Railway.

Tuesday, September 19. Fourth Tour.

Arrive at Glacier 12.20 NOON; to the Glacier House.

Wednesday, September 20. Fourth Tour.

Leave Glacier 12.20 NOON; arrive at Laggan 8.35 P. M.; transfer to the Chalet at Lake Louise.

NOTE.—Railway time changes at Laggan, B. C., from Pacific standard to Mountain standard, one hour faster.

Thursday, September 21. Fourth Tour.

At the Chalet at Lake Louise.

Friday, September 22. Fourth Tour.

At the Chalet at Lake Louise.

Saturday, September 23. Fourth Tour.

Transfer to station and leave Laggan 10.20 A. M.; arrive Banff 11.25 A. M.; transfer to Banff Springs Hotel.

Sunday, September 24. Fourth Tour.

At Banff Springs Hotel.

Monday, September 25. Fourth Tour.

At Banff Springs Hotel.

Tuesday, September 26. Fourth Tour.

At Banff Springs Hotel. Transfer to station and leave at 10.05 P. M.

Wednesday, September 27. Fourth Tour.

En route eastward.

NOTE.—Railway time changes at Portal from Mountain standard to Central standard, one hour faster.

Thursday, September 28. Fourth Tour.

En route eastward. Arrive at St. Paul 5.15 P. M. Supper at the station dining-rooms and leave St. Paul 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

PICTURESQUE AMERICAN TOURS

Friday, September 29. Fourth Tour.

Breakfast in dining car. ARRIVE AT CHICAGO, Union Station, corner Canal and Adams Streets, 8.55 A. M.; transfer and leave Chicago 10.30 A. M. *via* the Michigan Central Railroad. ARRIVE DETROIT 5.55 P. M. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M.

Saturday, September 30. Fourth Tour.

ARRIVE AT PITTSBURG 6.35 A. M.; ARRIVE AT NEW YORK, Grand Central Terminal, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

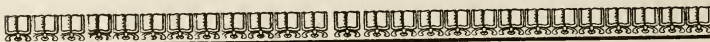
NOTES.—Railway time changes at Buffalo, N. Y., from Central standard to Eastern standard, one hour faster.

PRICE OF TICKETS

From Boston, New York or Philadelphia, all expenses included.....	\$350.00
From Pittsburgh back to Pittsburgh	320.00
From Chicago back to Chicago.....	300.00
From Detroit back to Detroit.....	310.00

PICTURESQUE AMERICAN TOURS

TOUR TO THE YELLOWSTONE NATIONAL PARK AND RETURN, OMITTING THE FUR- THER JOURNEY TO THE PACIFIC NORTH- WEST, JULY 14 TO AUGUST 1



WE give herewith the itinerary of a tour to the American Wonderland, — outward *via* the Great Lakes; returning direct from Livingston *via* St. Paul.

For description of the Yellowstone National Park see pages 9 to 16.

As the accommodations to be furnished in certain parts of the route are limited, the parties will necessarily be restricted in numbers. Persons desirous of accommodations are earnestly requested to make their arrangements *at as early a date as possible*. Tickets should be taken on or before Saturday, July 9.

NOTE. — Those for whom the starting date of July 14 is not convenient may make the same trip by joining any one of our other Yellowstone Park trips, leaving June 30, August 11, or August 31, traveling Westbound with the party through the Yellowstone until departure from Mammoth Hot Springs, from which point they will be furnished a ticket returning East *via* St. Paul and Chicago, covering all expenses, that is, transportation, Pullman berth and meals in accordance with the itinerary shown above. Cost of these optional trips will be the same as already stated for this.

YELLOWSTONE TOUR VIA THE GREAT LAKES. RETURNING DIRECT VIA THE NORTH- ERN PACIFIC RAILWAY

Itinerary

Friday, July 14.

Leave Boston 7.35 p. m., South Station, in Pullman car *via* the Boston & Albany Division, New York Central Lines. Members of the party should check their baggage to Gardiner, Mont. (See note about baggage tags, page 4.)

PICTURESQUE AMERICAN TOURS

Saturday, July 15.

Breakfast in dining car; arrive at Buffalo 11.00 A. M.; luncheon and dinner to be served at hotel to be designated by the conductor of the party. After dinner transfer to the wharf and go on board one of the steamers of the Northern Steamship Company, and sail from Buffalo 8.30 P. M.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 8.45 A. M., Grand Central Station, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman drawing-room cars. Baggage should be checked to Gardiner, Mont. The train will be due at Buffalo about 7.15 P. M.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* Philadelphia & Reading and Lehigh Valley Lines. Baggage should be checked to Gardiner, Mont. Arrive at Buffalo 7.45 P. M.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 6.15 P. M., in Pullman cars *via* the Pittsburgh & Lake Erie Railroad. Baggage should be checked to Gardiner, Mont. The night will be spent in Cleveland, and the passengers will go on board the steamer the next morning.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

Sunday, July 16.

En route westward. The steamer calls at Cleveland 7.00 A. M.; leaves 8.00 A. M.; DETROIT 3.30 P. M.; LEAVES 3.50 P. M.

Monday, July 17.

En route westward. Steamer calls at Mackinac Island 11.00 A. M.; leaves 11.20 A. M.; also calls at Sault Ste. Marie 6.00 P. M.; leaves 6.30 P. M.

Tuesday, July 18.

En route westward through Lake Superior. Arrive at Duluth 8.00 P. M., transfer to station; leave Duluth 11.10 P. M. in sleeping cars *via* the Northern Pacific Railway.

Wednesday, July 19.

Arrive at St. Paul 6.25 A. M.; transfer to the Hotel Ryan or The St. Paul, which will be the headquarters of the party during the day. Carriage drive during the forenoon to the various points of interest. After dinner transfer to the station, and leave St. Paul 10.15 P. M. *via* the Northern Pacific Railway.

Thursday, July 20.

On the Northern Pacific Railway *en route* through North Dakota and eastern Montana; meals in dining car.

NOTE.—Railway time changes at Mandan, N. D., from Central standard to Mountain standard, one hour slower.

Friday, July 21.

Arrive at Gardiner 10.15 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

PICTURESQUE AMERICAN TOURS

Saturday, July 22.

Leave Mammoth Hot Springs by stage 8.00 A. M., for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

Sunday, July 23.

Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin about 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle, and other great geysers.

Monday, July 24.

At Old Faithful Inn.

Tuesday, July 25.

Leave Upper Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

Wednesday, July 26.

Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 11.30 A. M.

Thursday, July 27.

Leave the Cañon Hotel 8.00 A. M. Arrive at Norris Geyser Basin 11.00 A. M.; luncheon there; thence to Mammoth Hot Springs Hotel, arriving about 4.00 P. M.; leave 6.15 P. M. by stage for Gardiner, resuming the sleeping cars for the eastward journey.

Friday, July 28.

En route eastward through Montana and North Dakota; meals in dining car.

NOTE.—Railway time changes at Mandan, N. D., from Mountain standard to Central standard, one hour faster.

Saturday, July 29.

Arrive at St. Paul 7.40 A. M.; transfer to the Hotel Ryan or The St. Paul.

Sunday, July 30.

In St. Paul; transfer to the station, and leave St. Paul 8.35 P. M. *via* the Chicago, Milwaukee & St. Paul Railway.

Monday, July 31.

Breakfast in dining car. ARRIVE AT CHICAGO, Union Station, corner Canal and Adams Street, 8.55 A. M.; transfer to the La Salle Street station, and leave Chicago 10.30 A. M. *via* the Lake Shore & Michigan Southern Railway. ARRIVE AT DETROIT 5.55 P. M. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M.

PICTURESQUE AMERICAN TOURS

Tuesday, August 1.

ARRIVE AT PITTSBURGH 6.35 A. M.; ARRIVE AT NEW YORK, Grand Central Station, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTES.—Railway time changes at Buffalo, N. Y., from Central standard to Eastern standard, one hour faster.

Some variations of the above itinerary may be necessary.

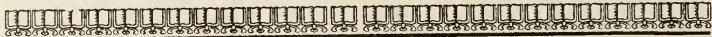
Leaving July 14 or 15, returning August 1st.

PRICE OF TICKETS

From Boston, New York, or Philadelphia, all traveling expenses included.....	\$235.00
From Pittsburgh back to Pittsburgh	205.00
From Chicago back to Chicago (all rail).....	185.00
From Detroit back to Detroit.....	195.00

PICTURESQUE AMERICAN TOURS

THE YELLOWSTONE NATIONAL PARK, UTAH, COLORADO, ETC., AUGUST 11 OR 12 TO SEPTEMBER 4



FOR twenty-six years past our summer and autumn tours through the Yellowstone National Park have been among our most popular excursion enterprises. An attractive trip has also been arranged, in which a round of travel through Utah and Colorado is combined with a visit to the great American Wonderland. The early part of the outward journey is made (from Buffalo to Duluth) on one of the steamers of the Northern Steamship Company; thence over the Northern Pacific Railway to Gardiner, where a divergence is made for the tour through the Yellowstone National Park. Returning from the park *via* the new gateway on the west side of the park, there will be an interesting journey through eastern Montana and Idaho. We traverse the Oregon Short Line Railroad from Yellowstone to Salt Lake City, where we enter upon the famous scenic line of the Denver & Rio Grande Railway, which will be traversed from this city to Denver, and there will be side trips to important points in the Rocky Mountains. Sojourns are to be made at Salt Lake City, Glenwood Springs, Manitou and Denver; there will be a side trip to Cripple Creek over the line of the Colorado Springs & Cripple Creek District Railway; and the summit of Pike's Peak is also to be visited.

A BRIEF OUTLINE OF THE TOUR

THE outward journey includes a delightful voyage through the Great Lakes from Buffalo to Duluth on one of the steamers of the Northern Steamship Company. From Duluth to Gardiner the party travels over the Northern Pacific Railway, and there is the same round of travel through the Yellowstone National Park as that taken by the Yellowstone Park party of the same date. (For descriptive matter of the Yellowstone Park see pages 9-16.)

PICTURESQUE AMERICAN TOURS

From Yellowstone to Salt Lake City

Leaving Yellowstone over the Oregon Short Line, the train passes out of the State of Montana into Idaho. The following morning we cross the Utah state line between the stations of Dayton and Cornish. Salt Lake City will be reached in the morning. The views of the magnificent Wahsatch Mountains are exceedingly fine, while we have also the glistening expanse of the Great Salt Lake on our right.

Salt Lake City is beautifully situated. It covers a wide expanse, and has a mixed population of Mormons and Gentiles. Among the edifices demanding attention are the Tabernacle and the Temple. Other Mormon buildings are the "Lion," "Beehive," and "Gardo" houses, built as residences by Brigham Young, the tithing offices, and the gigantic warehouse of Zion's Co-operative Mercantile Institution, known for short as the "Co-op. Store." The Tabernacle is a vast building, oval in form, 233 by 133 feet, with a roof seventy feet from the floor. There are seats for 8000 persons, and above the platform is a large organ. The Temple near by, which was finished in April, 1893, cost \$4,000,000. It is 200 by 100 feet, with walls 100 feet high, and the central towers on the east end are 200 feet high. It is built of granite brought from Cottonwood Cañon. Visitors are admitted to the Tabernacle, but not to the Temple.

Crossing the Wahsatch Range

The route continues southward from Salt Lake City, ascending the valley of the Jordan about fifty miles to the flourishing Mormon town of Provo, which is situated near the beautiful Utah Lake, a body of fresh water nearly three hundred feet higher than the Great Salt Lake, into which it discharges through the Jordan.

Beyond Provo the railway turns eastward and ascends the Spanish Fork and Clear Creek to Soldier Summit, one of the low passes in the southern part of the Wahsatch range. The road descends on the east slope by the side of the South Fork of the Price River, which it follows some seventy miles, or to within about twenty miles of its junction with Green River at the Azure Cliffs. Twenty-two miles below the summit is Castle Gate, formed by cliffs on each side of the roadway leading to Castle Cañon. The Green

PICTURESQUE AMERICAN TOURS

River, here a large and swelling stream, is crossed 190 miles from Salt Lake City and some fifty or sixty miles north of its junction with the Grand River, which the railway follows up for over two hundred miles. The Colorado state line is reached about 270 miles from Salt Lake City. A day will be spent at Glenwood Springs, giving an opportunity to visit the hot springs and baths.

The Rocky Mountains and Royal Gorge

Leaving Glenwood, the scenery in the Cañon of the Grand River, through which the Denver & Rio Grande Railroad takes us, is magnificent. The mountain walls shoot up in towering columns and gigantic turrets to a height of two thousand feet, while a torrent roars and plunges between. Scarcely less impressive is Eagle River Cañon, through which the train passes an hour or two later. Tennessee Pass is crossed about noon, the railroad from that point following the general course of the Arkansas River as far as Pueblo. About forty-five miles east of Salida we come to the Royal Gorge. This is the grandest and most impressive portion of the Cañon of the Arkansas River. Mountains of rock, running up almost perpendicularly nearly half a mile in height and terminating in dizzy pinnacles, seem ready to fall upon the adventurous traveler. The train winds along the course of the narrowing stream, and its onward progress seems barred in a hundred places by huge cliffs. The Arkansas, crowded to narrow limits, brawlingly disputes the right of way with the iron steed, and at one place the latter finds foothold on a hanging bridge. After traversing the Royal Gorge the train quickly leaves the mountains behind, passing Florence with its oil wells, and follows the open valley of the Arkansas to Pueblo; and about fifty miles beyond, Manitou is reached, from which point a number of interesting excursions will be made, as will be seen by the itinerary.

Manitou

The town is situated in a narrow valley penetrating the main range through the foothills. The red rocks of the neighboring elevations give the surroundings a very singular aspect. Through an opening in the hills the snow-white crest of Pike's Peak is seen. The principal springs — six or seven in number — are situated on the banks of Fountain Creek, a swift mountain stream which

PICTURESQUE AMERICAN TOURS

flows through the center of the village, or on Ruxton's Creek, which flows into the other from Engleman's Cañon, just below the Ute Pass. The Navajo, Shoshone, and Manitou Springs are near the center of the city, as is also the splendid bathing establishment opened in 1884. Manitou has an elevation of 6297 feet, and Pike's Peak rises but a few miles away to the height of 14,147 feet.

Pike's Peak

A novel feature of our stay will be a trip to the summit of the mountain by the Manitou & Pike's Peak Railway. This road, which was opened to the public in the summer of 1891, is the loftiest of its kind in the world. From the station near the Ute Iron Spring to the top of the mountain the distance is eight and three-quarters miles. The average elevation overcome is 844.8 feet per mile, or 16 per cent, and the maximum is 25 per cent.

The Garden of the Gods

During the stay at Manitou there will be a carriage drive to the Garden of the Gods, which lies east of Manitou. It is a parklike tract, inclosed by cliffs and hills, and scattered about its surface are fantastically formed rocks, carved by the elements in past ages.

Cripple Creek and Victor

Another day will be devoted to a side trip of unsurpassed grandeur over the scenic line of the Colorado Springs & Cripple Creek District Railway, to Cripple Creek and Victor. The magnificent trip occupies about eight hours, and brings under inspection an almost endless succession of superb mountain and cañon views.

Denver

Denver, which lies at the western border of the plains, dates back to the Pike's Peak gold excitement of 1858-59. In 1860 it was a straggling camp, consisting principally of log cabins and tents. In the last decade the city has made giant strides, and must now be classed among the great cities of the country. The census of 1900 placed it twenty-fifth in the list of American cities, with 133,859 inhabitants. There will be a delightful carriage drive through the best residence sections of the city.

PICTURESQUE AMERICAN TOURS

From Denver Eastward

The party will leave Denver *via* the Chicago, Rock Island & Pacific Railway. The route for many hours lies over the "Great Plains," which stretch from the Rocky Mountains to the Missouri River. Omaha occupies elevated ground on the west bank of the Missouri, and the train crosses the river to Council Bluffs, Ia., on a splendid iron bridge. The Rock Island Route passes through some of the principal towns of Iowa. Crossing the Mississippi from Davenport to Rock Island, Illinois is reached, and the train continues through Moline, Bureau, Joliet, and other important places to Chicago. The journey homeward from Chicago to Buffalo will be *via* the Lake Shore & Michigan Southern Railway, and thence over the same routes followed in the outward trip.

The Yellowstone-Colorado Tour via the Great Lakes

Itinerary

Friday, August 11.

LEAVE BOSTON 7.35 P. M., South Station, in Pullman sleeping cars *via* the Boston & Albany Division, New York Central Lines. Members of the party should check their baggage to Gardiner, Mont.

Saturday, August 12.

Breakfast in dining car; arrive at Buffalo 11.00 A. M.; luncheon and dinner to be served at hotel to be designated by the conductor of the party. After dinner transfer to the wharf and go aboard one of the steamships of the Northern Steamship Company and sail from Buffalo 8.30 P. M.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 8.45 A. M., Grand Central Terminal, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman drawing-room cars. Baggage should be checked to Gardiner, Mont. Arrive at Buffalo 7.15 P. M.

PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman cars *via* the Philadelphia & Reading and Lehigh Valley Lines. Baggage should be checked to Gardiner, Mont. Arrive at Buffalo 7.45 P. M.; transfer to the wharf.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M., in Pullman cars *via* the Pittsburgh & Lake Erie Railroad. Baggage should be checked to Gardiner, Mont. The night will be spent in Cleveland, and the passengers will go on board the steamer the next morning.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

PICTURESQUE AMERICAN TOURS

Sunday, August 13.

En route westward. Arrive at Cleveland 7.00 A. M.; leave 8.00 A. M.
ARRIVE AT DETROIT 3.30 P. M.; LEAVE 3.50 P. M.

Monday, August 14.

En route westward. Arrive at Mackinac Island 11.00 A. M.; leave 11.20 A. M. Arrive at Sault Ste. Marie 6.00 P. M.; leave 6.30 P. M.

Tuesday, August 15.

En route westward through Lake Superior. Arrive at Duluth 8.00 P. M.; leave Duluth 11.00 P. M. in sleeping cars *via* the Northern Pacific Railway.

Wednesday, August 16.

Arrive at St. Paul 6.25 A. M.; transfer to the Hotel Ryan or The St. Paul, which will be the headquarters of the party during the day. Carriage drive during the forenoon to the various points of interest. After dinner transfer to the station, and leave 10.15 P. M. *via* the Northern Pacific Railway.

Thursday, August 17.

En route westward through North Dakota and eastern Montana; meals in dining car.

NOTE.—Railway time changes at Mandan, N. D., from Central standard to Mountain standard, one hour slower.

Friday, August 18.

Arrive at Gardiner 10.15 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

Saturday, August 19.

Leave Mammoth Hot Springs by stage 8.00 A. M., for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and Mammoth Paint Pots.

Sunday, August 20.

Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-acre"), Turquoise Spring, and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle and other great geysers.

Monday, August 21.

At Old Faithful Inn.

Tuesday, August 22.

Leave Upper Geyser Basin in the morning. Arrive at West Bay, or the "Thumb," 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

PICTURESQUE AMERICAN TOURS

Wednesday, August 23.

Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 11.30 A. M.

Thursday, August 24.

Leave the Cañon Hotel 8.00 A. M. Arrive at Norris Geyser Basin 11.00 A. M.; luncheon there; thence to Yellowstone Hotel, arriving 6.00 P. M.; after dinner resume sleeping cars, and leave Yellowstone during the evening *via* the Oregon Short Line Railway.

Friday, August 25.

Arrive at Salt Lake City 7.45 A. M.; transfer to The Knutsford. During the stay there will be a carriage drive to the various points of interest.

Saturday, August 26.

Leave Salt Lake City 4.05 P. M. *via* the Denver & Rio Grande Railroad.

Sunday, August 27.

From Grand Junction eastward *via* the Denver & Rio Grande Railroad, passing through the Cañon of the Grand River, Eagle River Cañon, over Tennessee Pass, and down the Cañon of the Arkansas River through the Royal Gorge by daylight. Arrive at Manitou 9.00 P. M.; transfer to the Cliff House.

Monday, August 28.

In Manitou.

Tuesday, August 29.

The day will be devoted to an excursion to Cripple Creek and Victor, over the scenic line of the Colorado Springs & Cripple Creek District Railway, leaving Colorado Springs 10.00 A. M.

Wednesday, August 30.

In Manitou. There will be a carriage drive to the Garden of the Gods; also an excursion will be made to the summit of Pike's Peak.

Thursday, August 31.

Leave Manitou 4.45 P. M. *via* the Denver & Rio Grande Railroad; arrive at Denver 7.45 P. M.; transfer to The Shirley.

Friday, September 1.

In Denver. Carriage drive in the afternoon through residence section of the city. Leave Denver 10.00 P. M. *via* the Chicago, Rock Island & Pacific Railway.

Saturday, September 2.

En route eastward through Kansas, Nebraska and Iowa. Arrive at Omaha 4.50 P. M. Leave Omaha 5.05 P. M.

NOTE.—Railway time changes at Phillipsburg, Kan., from Mountain standard to Central standard, one hour faster.

Sunday, September 3.

Arrive at Chicago 7.25 A. M.; breakfast in the station dining-rooms; leave Chicago 10.30 A. M. *via* the Michigan Central Railway. ARRIVE AT DETROIT 5.55 P. M. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M.

PICTURESQUE AMERICAN TOURS

Monday, September 4.

ARRIVE AT PITTSBURGH 6.35 A. M.; ARRIVE AT NEW YORK, Grand Central Terminal, 1.48 P. M.; ARRIVE AT BOSTON, South Station, 2.55 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

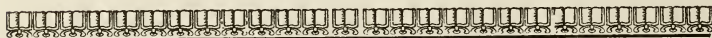
NOTE.—Railway time changes at Buffalo, N. Y., from Central standard to Eastern standard, one hour faster.

PRICE OF TICKETS

From Boston, New York or Philadelphia, all traveling expenses included.....	\$305
From Pittsburgh back to Pittsburgh.....	275
From Chicago back to Chicago.....	255
From Detroit back to Detroit.....	265

PICTURESQUE AMERICAN TOURS

AN AUTUMN TOUR TO THE YELLOW- STONE NATIONAL PARK, THE PACIFIC NORTHWEST AND CALIFORNIA. AUGUST 31 TO OCTOBER 19



IN addition to the other Yellowstone Park tours described in this circular, there will be a tour of the same scope and extent through that wonderful region, and an added trip through the most picturesque sections of the Pacific Northwest and California. The entire length of one of the important transcontinental railways — the Northern Pacific — will be traversed. The principal journeys on the Pacific Coast lie over another great railway line — the Southern Pacific Company's — for over 1250 miles. Our travels along the Pacific Coast include the great stretch of country lying between Seattle, on Puget Sound, and San Diego, which is situated on the extreme southern border line of California. The route of the journey combines in its constant succession of grand features the most diversified and picturesque scenery.

The outward trip will be by the all-rail route, the Boston and New York passengers going westward *via* the New York Central Lines, the famous "Four-track System." The journey will be broken by a short sojourn at St. Paul. Nearly a week will be passed in the Yellowstone National Park. The farther trip westward over the Northern Pacific Railway discloses the grand scenery of the Rocky Mountains, Lake Pend d'Oreille, and the Cascade Mountains. There will be visits to Seattle, on Puget Sound, and to Portland, Ore. The journey from Portland to San Francisco will be made by the Southern Pacific Company's "Shasta Route," which brings into view the beautiful mountain scenery of southern Oregon and northern California. Near the headwaters of the Sacramento is the glorious Mount Shasta, one of the grandest mountain forms on the American continent. Then follow San Francisco, San José, Mount Hamilton, Santa Cruz, and Del Monte. In the southern portion of the State special visits are to be made to Santa Barbara, Los Angeles, Pasadena, San Diego, Coronado

PICTURESQUE AMERICAN TOURS

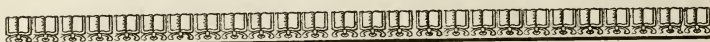
Beach, Riverside and Redlands. The homeward route will be over the Atchison, Topeka & Santa Fe Line from southern California through Arizona, New Mexico, Colorado, Kansas, Missouri, and Illinois to Chicago, with a visit to the Grand Cañon of the Colorado River in Arizona, which has scarcely an equal among the world's great scenic wonders.

As the party will necessarily be restricted in numbers, persons desirous of accommodations are requested to make their arrangements as early as possible. The tickets should be taken on or before Thursday, August 24.



PICTURESQUE AMERICAN TOURS

ACROSS THE CONTINENT A BRIEF OUTLINE OF THE TOUR



LEAVING the East August 31, the party will proceed westward by an all-rail line. From St. Paul to and through the Yellowstone National Park, the route is similar to that of the other all-rail Park tours previously outlined in this circular.

From the National Park Westward

After the tour through the Yellowstone National Park, the party will leave Mammoth Hot Springs, returning to Gardiner by stage, and from that place to Livingston by rail. At the latter point we resume our western journey on the main line of the Northern Pacific Railway. The railroad traverses but a narrow strip of Idaho, the distance from the eastern to the western border being about seventy-eight miles only. Entering Washington a broad plain is traversed; and nineteen miles west of the State line, Spokane — one of the oldest as well as one of the most flourishing inland cities of the Pacific Northwest — is reached.

The Cascade Division of the Northern Pacific Railway

The Cascade Mountains divide the State of Washington into two unequal divisions, about two-thirds of it being on the east side of the range. In the descent on the west slopes the views down into the ravines and across to the summits of the mountains are varied and grand. The snow-covered dome of Mount Rainier (elevation 14,526 feet) is the dominant feature, and there are many glorious glimpses of this beautiful mountain. The Green River is followed for a considerable distance down the west side, and later the more peaceful Puyallup is reached.

Puget Sound and Seattle

Puget Sound has an area of 2000 square miles, with an irregular shore line of 1800 miles. The shores are generally densely wooded with gigantic fir trees, and at several points are immense sawmills.

PICTURESQUE AMERICAN TOURS

The city of Tacoma is situated at the head of Commencement Bay, and its manufacturing interests are large and constantly increasing. Seattle, like Tacoma, is a large and populous city, the number of its inhabitants having increased more than twelve-fold in a single decade. At the present time it occupies a very important place in connection with mining operations in Alaska. Among the best buildings are the Court House, the Opera House, the High School, the State University, the Carnegie Library, and the Union Station.

Portland, Oregon

Portland is one of the most important cities of the Northwest Coast, and is enjoying a steady and substantial growth. The business thoroughfares are lined with fine edifices, and many of the residences on the upper streets are very tasteful, as well as elegant and costly. From the slopes back of the city there are superb views of the Willamette Valley and of the two beautiful mountains, Mount Hood and Mount St. Helena. During the stay in Portland, The Portland will be made our headquarters.

From Portland to San Francisco

The Southern Pacific Company's Mount Shasta Route first ascends the broad and fruitful valley of the Willamette River, and crosses into the Rogue River Valley, which it ascends through several pretty towns, and not far beyond Ashland reaches the great wall of the Siskiyou Mountains. The gigantic snow-covered mass of Mount Shasta stands out boldly, especially when seen from the Shasta Valley or from Strawberry Valley. For many hours the train is near this lofty peak, passing, in fact, upon three sides of the mountain. There are two summits, one of which is 14,440 feet and the other 12,900 feet high. The scenery along the upper Sacramento is very picturesque. Descending the broadening valley of the Sacramento, the road passes through a dozen or more large towns, before it joins the Southern Pacific Company's Ogden Line near Sacramento. The route takes the traveler thence through Sacramento, Elmira, Suisun, and Benicia, across the Strait of Carquinez on the huge ferryboat "Solano," from Port Costa along the shores of the bay to Oakland, and then by a steam ferry across the water to San Francisco.

PICTURESQUE AMERICAN TOURS

San Francisco

Notwithstanding the great injury inflicted by the conflagration of April 18 and 19, 1906, whereby a large portion of the business section of the city was destroyed, there is every indication that the former greatness and beauty of the city by the Golden Gate will be eclipsed when the work of rehabilitation is completed.

The traveler going to San Francisco who expects to find a city of ashes and desolation will be tremendously disappointed. Instead, he will find a city of greater beauty and more attractive buildings of all kinds, going about its business of rebuilding its fortunes with the same happy, debonair spirit as before, which spirit is said to be one of San Francisco's chief charms. The Fairmont, which is without equal among the hotels of the world, superbly situated in the most commanding position of any hotel in the city, will be the headquarters of our party in San Francisco.

Mount Tamalpais

The building of the Mill Valley and Mount Tamalpais Scenic Railway has made it possible for tourists to enjoy one of the most beautiful and diversified views imaginable. This road runs from the valley below to within about 210 feet of the summit of the mountain, or to the Tavern of Tamalpais, where one is permitted to look down upon "the fairest scene in the most enchanting corner of the world."

Palo Alto

Palo Alto is thirty-four miles south of San Francisco. Here is the Leland Stanford Junior University, founded in 1885 by the late Hon. Leland Stanford and his wife, as a monument to their only child, Leland Stanford, Junior. This great university has for its main object the preparation of young men and women for self-maintenance, with facilities also for those higher forms of education which belong to an institution of this magnitude.

San Jose and Mount Hamilton

Fifty miles south of San Francisco, in the beautiful Santa Clara Valley of the North, lies San José, a city of gardens, orchards and vineyards. It is one of the great centers of the cherry culture.

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During the visit to this place, one day will be devoted to an excursion by stage to the Lick Observatory, on the summit of Mount Hamilton, and return. The observatory, which was founded by Mr. James Lick, was erected and fitted up at an expense of nearly \$1,000,000, and is one of the most complete in the world.

Santa Cruz and the Big Trees

Leaving San José by the picturesque Coast Line, the party will proceed to Santa Cruz. At Santa Cruz there will be a visit to the celebrated Grove of Big Trees. These trees belong to the *Sequoia sempervirens*, and are the true redwoods of commerce. The grove is of considerable extent, and some of the largest trees actually rival the famous *Sequoia gigantea* of the Mariposa forests.

Monterey and the Hotel del Monte

Leaving Santa Cruz proceed *via* Pajaro to Del Monte station, near Monterey, where is located the famous Hotel del Monte. This palatial establishment is surrounded by a stately grove of pine, oak and cedar, the trees being sufficiently scattered to admit of the adornment of the grounds by means of driveways, footpaths, lawns, and beds of flowers. In its external and internal appearance, the Hotel del Monte reminds one more of a modern English country mansion than of an American watering-place hotel.

Paso Robles Hot Springs

These are among the great springs of the world, and the appliances for bathing are equal to any in Europe. The location is about midway between Los Angeles and San Francisco, on the Coast Line of the Southern Pacific. The sea is twenty-five miles distant, and the climate is of the sea and the land, free from breezes of the shore and the heat of the interior. The famous Riviera has nothing better than this region, which is subject to no sudden or violent changes.

An excellent hotel is here, with extensive verandas, a club house and fine grounds. A commodious bath house is equipped in the best manner, and has all the appliances for using water remedially, and all the forms of baths which have been found useful in modern practice. In this respect there is nothing better in Europe, while

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the picturesque environment and invigorating climate make this a delightful place in which to rest. The mud baths are specially noted for their wonderful cures of rheumatism, rheumatic gout, and kindred troubles.

Santa Barbara

At the conclusion of our sojourn at the Hotel del Monte we shall depart for southern California *via* Castroville and the Coast Line, passing through Salinas, Soledad, Paso Robles, Templeton, Santa Margarita, San Luis Obispo, the Gaviota Pass, etc., making our first stop at Santa Barbara, one of the oldest and best-known health and pleasure resorts on the Pacific Coast. The railway line passes for much of the way along the coast and within view of the Pacific Ocean, while the inland scenery over the more northern portions of the line is also picturesquely interesting. Santa Barbara is situated under the shelter of the Santa Ynez Mountains, and in front is a magnificent ocean beach. The best preserved of the old mission churches (established December 4, 1786) stands upon the mountain slope just above the town.

Los Angeles and Pasadena

Los Angeles, the metropolis of southern California, is situated in the great southern fruit belt, 482 miles south of San Francisco by railway. The town was founded in 1781. The old section of the town was irregularly built of adobe, but the march of improvement has left but few relics of early Los Angeles, except the original church, which stands upon Main Street, in the midst of all the life and bustle of the rejuvenated city, a quaint reminder of other days.

Pasadena is situated in the northwest corner of the San Gabriel Valley, at the base of the Sierra Madre. It is 900 feet above the sea, which is twenty-five miles distant, and about eight miles from Los Angeles. It is a city of flower-embowered homes, while stretches of orange orchards and vineyards adorn the gently rolling surface of the country round about, giving it a picturesque contrast to the towering, snow-capped mountains which rise only a few miles distant in the north. A carriage drive will aid the visitors in viewing the many attractions of Pasadena.

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San Diego and the Hotel del Coronado

San Diego County is the southernmost county of California, and adjoins Mexico. The city of San Diego, situated upon its southern seacoast, with the finest harbor south of San Francisco Bay, is the oldest of the California mission towns. With a remarkably fine climate unsurpassed on the whole globe for equability and salubrity, it is claimed, added to its other advantages, San Diego is naturally a favorite place of resort for Eastern visitors. On the opposite side of San Diego Bay, on the beautiful Coronado Beach, stands the Hotel del Coronado, an "all-the-year-round" resort which was opened to the public February 15, 1888. It covers seven and one-half acres and contains 750 rooms, including many spacious public apartments.

Riverside and The Glenwood

Riverside, six miles from Colton and nine miles from San Bernardino, is an older settlement than most of the valley towns, and is a paradise of orange orchards, vineyards and gardens. The Glenwood, Mission Inn, took the place of an old and much-favored establishment, and under the same skilled management it has served to increase the popularity of this beautiful resort. Riverside possesses many attractions peculiar to southern California, and a situation in front of the noble San Bernardino Mountains that could not be surpassed. It is in the center of the best orange-growing section of California. Magnolia Avenue, one of the handsomest driveways in the world, is one of Riverside's many attractions.

Redlands

Redlands is nine miles east of San Bernardino, and one of the most beautiful towns of southern California. Like Riverside, it is the home of the famous seedless orange. The town is beautifully situated, and commands an extensive view of the valley and the neighboring mountains.

Turning Eastward

We have the Santa Fe's Grand Cañon Route for the transcontinental journey eastward. This route, after passing up the San Gabriel Valley through its most charming section, crosses the

PICTURESQUE AMERICAN TOURS

mountains through El Cajon Pass, and thence across a section of the Mojave Desert which, though rendered fruitful under irrigation, appears a mere sandy waste without it. The Southern California and the San Francisco Lines unite at Barstow, and 170 miles beyond that point the Colorado River is crossed, and we pass from California into Arizona. Western Arizona is to a considerable extent a mining district.

The Grand Cañon of Arizona

The trip from Williams to the brink of the cañon is made in about three hours, an excellent railway extending the whole distance. The building of the railway line has greatly facilitated travel, as the journey from Williams or Flagstaff had formerly to be performed by stage.

From the Grand Cañon Eastward

At the conclusion of our visit to the Grand Cañon we shall return to Williams, and the same day leave on the main line of the Santa Fe for the East. Our route lies through a picturesque region, with the San Francisco Mountains (12,794 feet elevation) near at hand. The Cañon Diablo is crossed sixty-six miles east of Williams, and later we are near the Moki, Navajo, Laguna and Zuni Indian Reservations.

We continue from Albuquerque through New Mexico, Colorado, Kansas, Missouri and Illinois to Chicago. Leaving Chicago *via* the Lake Shore & Michigan Southern Railway, we shall be due at Boston, New York and Philadelphia Thursday, October 19.

The Yellowstone-California Tour—All Rail

Itinerary

Thursday, August 31.

LEAVE BOSTON 10.00 A. M., South Station, *via* the Boston & Albany Division of the New York Central Lines, in special Pullman sleeping cars. Members of the party should check their baggage to St. Paul. Leave Worcester 11.11 A. M., Springfield 12.35 NOON, and Pittsfield 2.25 P. M. From Albany westward *via* the New York Central & Hudson River Railroad, leaving Albany 4.00 P. M., Utica 6.08 P. M., Syracuse 7.23 P. M., Rochester 9.10 P. M., and Buffalo 12.20 MIDNIGHT (Central time). Meals in dining car.

NEW YORK PASSENGERS WILL LEAVE NEW YORK 12.40 NOON, Grand Central Terminal, Forty-second Street, *via* the New York Central & Hudson River Railroad, in Pullman cars. Meals in dining car.

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PHILADELPHIA PASSENGERS WILL LEAVE PHILADELPHIA 8.30 A. M., Reading Terminal Station, in Pullman vestibuled cars. Meals in dining car.

PITTSBURGH PASSENGERS WILL LEAVE PITTSBURGH 7.15 P. M. (Central time) *via* the Pittsburgh & Lake Erie Railroad, in Pullman sleeping cars.

NOTE.—Railway time changes at Buffalo, N. Y., from Eastern standard to Central standard, one hour slower.

Friday, September 1.

DETROIT PASSENGERS WILL LEAVE DETROIT 7.00 A. M. *via* the Michigan Central Railroad. Arrive at Chicago 2.55 P. M. LEAVE CHICAGO 6.30 P. M. *via* the Chicago, Milwaukee & St. Paul Railway. Dinner in dining car.

Saturday, September 2.

Arrive at St. Paul 7.25 A. M.; transfer to the Hotel Ryan or The St. Paul.

Sunday, September 3.

In St. Paul. Transfer to the station, and leave 10.15 P. M. *via* the Northern Pacific Railway. During the stay there will be a carriage drive to the various points of interest.

Monday, September 4.

On the Northern Pacific Railway *en route* through North Dakota and eastern Montana; meals in dining car.

NOTE.—Railway time changes at Mandan, N. D., from Central standard to Mountain standard, one hour slower.

Tuesday, September 5.

Arrive at Gardiner 10.15 A. M.; thence by stage to Mammoth Hot Springs Hotel, arriving about NOON.

Wednesday, September 6.

Leave Mammoth Hot Springs by stage 8.00 A. M. for the tour through the park. Arrive at Norris Geyser Basin 12.00 NOON; luncheon there; leave Norris, passing near the principal geysers in this basin, and later near the Gibbon Falls. Arrive at the Fountain Hotel, Lower Geyser Basin, 5.30 P. M. The hotel is near the Fountain Geyser and the Mammoth Paint Pots.

Thursday, September 7.

Leave the Fountain Hotel after breakfast for the Upper Geyser Basin, visiting *en route* the Midway Geyser Basin, which contains the Excelsior Geyser ("Hell's Half-acre"), Turquoise Spring and Prismatic Lake. Arrive at Old Faithful Inn, Upper Geyser Basin, about 10.30 A. M.; here are situated Old Faithful, the Beehive, Giantess, Castle and other great geysers.

Friday, September 8.

Leave Upper Geyser Basin in the morning. Arrive at West Bay, or the "Thumb, 12.00 NOON; luncheon will be served here. Arrive at the Colonial Hotel, Yellowstone Lake, 4.30 P. M.

PICTURESQUE AMERICAN TOURS

Saturday, September 9.

Leave the Colonial Hotel, Yellowstone Lake, 9.00 A. M., stopping at the Mud Volcano *en route*. Arrive at the Yellowstone Cañon Hotel 12.00 NOON.

Sunday, September 10.

At the Yellowstone Cañon Hotel.

Monday, September 11.

Leave the Cañon Hotel 8.00 A. M. Arrive at Norris Geyser Basin 11.00 A. M.; luncheon there; thence to Mammoth Hot Springs Hotel, arriving 4.00 P. M.; leave 6.15 P. M. by stage for Gardiner, resuming the sleeping cars for the westward journey.

Tuesday, September 12.

En route westward over the Northern Pacific Railway; meals in dining car.

NOTE.—Railway time changes at Paradise, Mont., from Mountain standard to Pacific standard, one hour slower.

Wednesday, September 13.

En route. Arrive at Seattle 8.30 A. M.; transfer to The Lincoln.

NOTE.—During the stay in Seattle arrangements can be made for a side trip to Tacoma.

Thursday, September 14.

In Seattle. Transfer to the station, and leave 10.40 P. M. in sleeping cars *via* the Northern Pacific Railway.

Friday, September 15.

Arrive at Portland 7.00 A. M.; transfer to The Portland. During the stay there will be a ride to the various point of interest; transfer to the station, and leave Portland in sleeping cars 7.45 P. M. *via* the Southern Pacific Company's "Shasta Route."

Saturday, September 16.

En route southward through Oregon and California on the Southern Pacific Company's Shasta Route, crossing the Siskiyou Mountains, and passing near Mount Shasta and through the Cañon of the Upper Sacramento by daylight.

Sunday, September 17.

Arrive at Oakland Pier 9.12 A. M. and at San Francisco 9.48 A. M.; transfer to the Fairmont Hotel.

Monday, September 18, to Wednesday, September 20.

In San Francisco.

NOTE.—During the stay in San Francisco an excursion will be made to Mount Tamalpais and return, *via* the Mill Valley & Mount Tamalpais Scenic Railway.

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Thursday, September 21.

Transfer to the Third Street Station, and leave San Francisco 2.00 P.^{M.} *via* the Southern Pacific Company's line; arrive at Palo Alto 3.16 P. M.; carriage drive to Leland Stanford Junior University; leave Palo Alto 5.18 P. M.; arrive at San Jose 5.55 P. M.; transfer to The Vendome.

Friday, September 22, to Sunday, September 24.

In San Jose. During the stay in San Jose there will be an excursion by stage to the Lick Observatory on the summit of Mount Hamilton, and return; luncheon will be served at Smith's Creek.

Monday, September 25.

Leave San Jose 7.25 A. M.; arrive at Big Tree Grove 8.58 A. M.; leave Big Tree Station 11.01 A. M. *via* Santa Cruz and Pajaro to Del Monte Station, due at 1.47 P. M.; to the Hotel del Monte.

Tuesday, September 26, and Wednesday, September 27.

At Hotel del Monte. While here the famous "seventeen-mile ride" will be taken.

Thursday, September 28.

Leave Del Monte Station 10.20 A. M. Arrive at Santa Barbara 8.05 P. M.; transfer to The Potter.

Friday, September 29, to Sunday, October 1.

In Santa Barbara. During the stay there will be a carriage drive to the points of interest.

Monday, October 2.

Leave Santa Barbara 10.20 A. M.; arrive at Los Angeles 2.35 P. M.; leave Los Angeles 4.50 P. M.; arrive at Pasadena 5.22 P. M.; transfer to The Maryland.

Tuesday, October 3, to Friday, October 6.

In Pasadena.

NOTE.—During the stay in Pasadena there will be a trip to Echo Mountain and Alpine Tavern, *via* the Pacific Electric Railway, also a carriage drive about the city will be included. One day will be devoted to a trip to Catalina Island.

Saturday, October 7.

Leave Pasadena 8.00 A. M. and Los Angeles 8.55 A. M. *via* the Santa Fe Route. Arrive at San Diego 1.00 P. M.; transfer to Hotel del Coronado, Coronado Beach.

Sunday, October 8, and Monday, October 9.

At Hotel del Coronado.

Tuesday, October 10.

Leave San Diego 8.30 A. M. Arrive at Riverside 1.20 P. M.; transfer to The Glenwood.

PICTURESQUE AMERICAN TOURS

Wednesday, October 11, and Thursday, October 12.

In Riverside.

NOTE.—During the stay at Riverside there will be an automobile ride, and a side trip will be made to Redlands, where there will be a carriage drive.

Friday, October 13.

Leave Riverside 11.25 A. M. Arrive at San Bernardino 11.50 A. M.; leave San Bernardino, Santa Fe Route, 12.05 NOON.

NOTE.—Railway time changes at Seligman, Ariz., from Pacific standard to Mountain standard, one hour faster.

Saturday, October 14.

Arrive at Grand Cañon *via* Williams 8.30 A. M.; to Hotel El Tovar.

Sunday, October 15.

Leave Grand Cañon 8.30 P. M. Arrive at Williams 11.50 P. M.; resume the journey eastward over the main line of the Santa Fe Route, continuing through Arizona.

Monday, October 16, and Tuesday, October 17.

En route eastward through New Mexico, Colorado, and Kansas. Meals in the dining car.

NOTE.—Railway time changes at Dodge City, Kan., from Mountain standard to Central standard, one hour faster.

Wednesday, October 18.

Arrive at Chicago, Dearborn Station, 11.59 A. M.; transfer to the La Salle Street station; leave Chicago 1.40 P. M. *via* the Lake Shore & Michigan Southern Railway. The Philadelphia and Pittsburgh passengers will leave Chicago 5.30 P. M. Detroit passengers will transfer to Michigan Central Railroad Station and leave Chicago 3.00 P. M. ARRIVE AT DETROIT 10.30 P. M.

Thursday, October 19.

ARRIVE AT PITTSBURGH 6.35 A. M.; ARRIVE AT NEW YORK, Grand Central Terminal, 3.45 P. M.; ARRIVE AT BOSTON, South Station, 6.05 P. M.; ARRIVE AT PHILADELPHIA 7.25 P. M.

NOTE.—Railway time changes at Buffalo, N. Y., from Central standard to Eastern standard, one hour faster.

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